GEN. BAGE. AGT.
DEC
17
1904
S. P. CO. S. F.

# SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

314-10

100
2/11/05

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# 99

## TIME TABLE

FOR THE

## WESTERN DIVISION.

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To Take Effect Sunday, December 18, 1904, at 1:30 P. M.

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PACIFIC STANDARD TIME (120th MERIDIAN).

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For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

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W. H. BANCROFT,
*Acting General Manager.*

JAS. AGLER,
*Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*

W. S. PALMER,
*Superintendent.*

A. W. BAKER,
*Asst. Superintendent.*

# WESTERN DIVISION: San Francisco and Port Costa.

## FROM SAN FRANCISCO.

TIME TABLE
No. 99.
Dec. 18, 1904.

### Third Class.

| Distance from San Francisco | Stations. (Foot-note) | 246 Fresno Freight Daily | 252 Freight Daily | 250 Tracy Freight Daily Ex. Sun. | 268 Way Freight Daily Ex. Sun. | 274 Sacramento Freight Daily Ex. Sun. | 220 C. P. Through Freight Daily | 222 Oregon Freight Daily | 202 Sacramento Freight Daily |
|---|---|---|---|---|---|---|---|---|---|
| 0.00 | DN. SAN FRANCISCO | | | | | | | | |
| 4.50 | DN. OAKLAND PIER | | | | | | | | |
| 5.89 | DN. West Oakland W | PM LV 11.20 | PM LV 10.00 | AM LV **11.25** | AM LV 8.00 | AM LV 5.35 | AM LV 3.20 | AM LV 1.00 | AM LV 12.01 |
| 6.49 | D Oakland ★ | 11.30 | 10.10 | 11.34 | 8.10 | **5.45** | 3.30 | 1.10 | 12.10 |
| 7.63 | Emery | | | | | | | | |
| 8.75 | D Stock Yards ★ | 11.37 | 10.17 | 11.41 | 8.20 | 5.53 | 3.37 | 1.17 | 12.18 |
| 10.42 | West Berkeley | | | | | | | | |
| 11.15 | Corbin | 11.47 | 10.24 | 11.48 | **8.36**<br>**9.09** | 6.00 | 3.44 | 1.25 | 12.25 |
| 11.68 | Fleming | | | | | | | | |
| 12.18 | Nobel | 11.50 | 10.28 | 11.52 | 9.25 | 6.03 | 3.48 | 1.29 | 12.28 |
| 12.77 | Point Isabel (Spur) | | | | | | | | |
| 13.92 | D Stege ★ | 11.57<br>AM | 10.33 | 11.58<br>PM | **9.51** | 6.09 | 3.53 | 1.35 | 12.33 |
| 16.02 | D Richmond | | | | | | | | |
| 17.59 | DN. San Pablo W | 12.09 | 10.45 | 12.10 | **10.26** | 6.21 | 4.05 | 1.46 | 12.45 |
| 19.72 | Giant | 12.16 | 10.52 | 12.17 | 10.42 | 6.28 | 4.12 | 1.53 | 12.52 |
| 20.82 | Sobrante | 12.20 | 10.55 | 12.20 | **10.49**<br>**11.09** | 6.32 | 4.15 | 1.57 | 12.55 |
| 24.02 | D Pinole ★ | 12.31 | 11.05 | 12.30 | 11.30 | 6.42 | 4.25 | 2.08 | 1.05 |
| 24.80 | Hercules | | | | | | | | |
| 26.46 | Rodeo | 12.40 | 11.12 | 12.38 | 11.45 | 6.49 | 4.32 | 2.16 | 1.12 |
| 27.48 | Oleum (Spur) | | | | | | | | |
| 28.14 | Tormey | 12.46 | 11.18 | 12.43 | 11.55<br>PM | 6.55 | 4.38 | 2.22 | 1.18 |
| 29.01 | D VALLEJO JUNC. ★ | 12.48 | 11.20 | 12.47 | 12.01 | 6.57 | 4.40 | 2.24 | 1.20 |
| 29.97 | D Crockett ★ | 12.52 | 11.23 | 12.50 | 12.13 | 7.00 | 4.43 | 2.27 | 1.23 |
| 32.17 | DN. PORT COSTA W | 1.00 AM AR | 11.30 PM AR | 1.00 PM AR | 12.40 PM AR | 7.10 AM AR | 4.50 AM AR | 2.35 AM AR | 1.30 AM AR |
| | (32.17) | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily |
| | Time over District | 1.40 | 1.30 | 1.35 | 4.40 | 1.35 | 1.30 | 1.35 | 1.29 |
| | Average speed per hour | 15.77 | 17.52 | 16.59 | 5.63 | 16.59 | 17.52 | 16.59 | 17.71 |

### First Class.

| Distance from San Francisco | Stations. (Foot-note) | 16 Oregon Express Daily | 48 § Martinez Passenger Daily | 14 Reno Passenger Daily | 6 C. P. Atlantic Express Daily | 26 The Owl Daily | 44 San Ramon, Calistoga & Santa Rosa Passenger Daily | 18 Sacramento and Oroville Passenger Daily | 50 Fresno and Stockton Passenger Daily |
|---|---|---|---|---|---|---|---|---|---|
| 0.00 | DN. SAN FRANCISCO | PM LV 8.05 | PM LV 7.00 | PM LV 7.00 | PM LV 6.00 | PM LV 5.00 | PM LV 4.00 | PM LV 3.30 | PM LV 3.30 |
| 4.50 | DN. OAKLAND PIER | s 8.38 | s 7.32 | s 7.30 | s 6.34 | s 5.28 | s 4.28 | s 4.00 | s 3.55 |
| 5.89 | DN. West Oakland W | | | | | | | | |
| 6.49 | D Oakland ★ | s 8.44 | s 7.38 | s 7.36 | s 6.41 | s 5.34 | s 4.34 | s 4.06 | s 4.01 |
| 7.63 | Emery | | | | | | | | |
| 8.75 | D Stock Yards ★ | 8.49 | 7.43 | 7.40 | 6.46 | 5.38 | 4.38 | 4.11 | 4.06 |
| 10.42 | West Berkeley | 8.53 | 7.47 | 7.43 | 6.50 | 5.41 | 4.41 | † 4.14 | 4.09 |
| 11.15 | Corbin | 8.54 | 7.49 | 7.44 | 6.51 | 5.42 | 4.42 | 4.15 | 4.10 |
| 11.68 | Fleming | | f | | | | | f | |
| 12.18 | Nobel | 8.56 | 7.52 | 7.46 | 6.53 | 5.44 | 4.44 | 4.17 | 4.12 |
| 12.77 | Point Isabel (Spur) | | f | | | | | f | |
| 13.92 | D Stege ★ | 8.59 | s 7.57 | 7.49 | 6.56 | 5.46 | 4.46 | s 4.21 | 4.14 |
| 16.02 | D Richmond | 9.02 | f 8.00 | 7.52 | 6.59 | 5.49 | 4.49 | s 4.24 | 4.17 |
| 17.59 | DN. San Pablo W | 9.04 | s 8.03 | 7.54 | 7.01 | 5.51 | 4.52 | s 4.28 | 4.19 |
| 19.72 | Giant | 9.07 | f 8.08 | 7.58 | 7.05 | 5.54 | 4.55 | s 4.32 | 4.23 |
| 20.82 | Sobrante | 9.09 | f 8.11 | 8.00 | 7.07 | 5.56 | 4.57 | 4.34 | 4.25 |
| 24.02 | D Pinole ★ | 9.14 | s 8.17 | 8.06 | 7.12 | 6.01 | 5.02 | s 4.41 | 4.31 |
| 24.80 | Hercules | | | | | | | | |
| 26.46 | Rodeo | 9.18 | s 8.22 | 8.10 | 7.16 | 6.04 | 5.07 | s 4.46 | 4.35 |
| 27.48 | Oleum (Spur) | | | | | | | | |
| 28.14 | Tormey | 9.22 | f 8.27 | 8.13 | 7.19 | 6.07 | 5.10 | f 4.50 | 4.37 |
| 29.01 | D VALLEJO JUNC. ★ | 9.23 | s 8.30 | 8.14 | ** 7.21 | 6.08 | 5.11<br>5.16 | s 4.52 | 4.38 |
| 29.97 | D Crockett ★ | 9.25 | s 8.33 | 8.16 | 7.24 | 6.10 | s 5.18 | s 4.55 | 4.40 |
| 32.17 | DN. PORT COSTA W | s 9.30 PM AR | s 8.40 PM AR | s 8.20 PM AR | s 7.30 PM AR | s 6.15 PM AR | s 5.22 PM AR | s 5.02 PM AR | s 4.45 PM AR |
| | (32.17) | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | Time over District | 0.52 | 1.08 | 0.50 | 0.56 | 0.47 | 0.54 | 1.02 | 0.50 |
| | Average speed per hour | 31.92 | 24.42 | 33.20 | 29.65 | 35.32 | 30.75 | 26.78 | 33.20 |

| Distance from San Francisco | Stations. (Foot-note) | 8 Los Angeles Passenger Daily | 2 Overland Limited Daily | 46 Martinez Passenger Daily | 4 C. P. Atlantic Express Daily | 84 Bakersfield Passenger Daily | 12 Oregon Express Daily | 42 San Ramon, Calistoga & Santa Rosa Passenger Daily | 20 Sacramento Passenger Daily |
|---|---|---|---|---|---|---|---|---|---|
| 0.00 | DN. SAN FRANCISCO | AM LV 10.00 | AM LV 10.00 | AM LV 9.30 | AM LV 9.00 | AM LV 8.30 | AM LV 8.00 | AM LV 7.30 | AM LV 7.00 |
| 4.50 | DN. OAKLAND PIER | s10.34 | s10.30 | s 9.55 | s 9.30 | s 8.55 | s 8.30 | s 7.58 | s 7.28 |
| 5.89 | DN. West Oakland W | | | | | | | | |
| 6.49 | D Oakland ★ | s10.40 | s10.36 | s10.01 | s 9.37 | s 9.01 | s 8.37 | s 8.04 | s 7.34 |
| 7.63 | Emery | | | | | | | | |
| 8.75 | D Stock Yards ★ | 10.47 | 10.41 | 10.06 | 9.42 | 9.05 | 8.42 | 8.09 | 7.39 |
| 10.42 | West Berkeley | 10.51 | 10.44 | †10.10 | 9.45 | 9.08 | 8.45 | 8.12 | † 7.43 |
| 11.15 | Corbin | 10.52 | 10.45 | 10.11 | 9.46 | **9.09** | **8.46** | 8.13 | 7.44 |
| 11.68 | Fleming | | | f | | | | | f |
| 12.18 | Nobel | 10.54 | 10.47 | 10.13 | 9.48 | 9.11 | 8.48 | 8.15 | 7.46 |
| 12.77 | Point Isabel (Spur) | | | f | | | | | f |
| 13.92 | D Stege ★ | 10.57 | 10.49 | s10.17 | **9.51** | 9.13 | 8.50 | 8.17 | s 7.50 |
| 16.02 | D Richmond | 11.00 | 10.52 | f10.21 | 9.54 | 9.15 | s 8.53 | 8.20 | s 7.54 |
| 17.59 | DN. San Pablo W | 11.03 | 10.54 | s**10.26** | 9.58 | 9.17 | 8.57 | 8.23 | s 7.58 |
| 19.72 | Giant | 11.07 | 10.57 | f10.31 | 10.01 | 9.20 | 9.01 | 8.26 | s 8.02 |
| 20.82 | Sobrante | **11.09** | **10.59** | f10.33 | 10.03 | 9.22 | 9.03 | 8.28 | 8.05 |
| 24.02 | D Pinole ★ | 11.14 | 11.04 | s10.40 | 10.09 | 9.27 | 9.09 | 8.33 | s 8.12 |
| 24.80 | Hercules | | | | | | | | |
| 26.46 | Rodeo | 11.18 | 11.07 | s10.46 | 10.14 | 9.30 | 9.14 | 8.38 | s 8.18 |
| 27.48 | Oleum (Spur) | | | | | | | | |
| 28.14 | Tormey | 11.21 | 11.10 | f10.50 | 10.17 | 9.33 | 9.17 | 8.41 | f 8.22 |
| 29.01 | D VALLEJO JUNC. ★ | s11.22 | 11.11 | s10.52 | 10.18 | 9.34 | 9.18 | 8.42<br>8.50 | s 8.23 |
| 29.97 | D Crockett ★ | 11.25 | 11.13 | s10.55 | 10.21 | 9.36 | 9.21 | s 8.53 | s 8.26 |
| 32.17 | DN. PORT COSTA W | s11.30 AM AR | s11.17 AM AR | s11.01 AM AR | s10.25 AM AR | s 9.42 AM AR | s 9.25 AM AR | s 8.58 AM AR | s 8.33 AM AR |
| | (32.17) | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | Time over District | 0.53 | 0.47 | 1.06 | 0.55 | 0.47 | 0.55 | 1.00 | 1.05 |
| | Average speed per hour | 31.33 | 35.32 | 25.16 | 30.18 | 35.32 | 30.18 | 31.92 | 25.54 |

| Stations. | Distance to next station | Minimum running time between stations for passenger trains—minutes. | Flagging distance expressed in number of poles. Danger Point | Flagging distance expressed in number of poles. Caution Point |
|---|---|---|---|---|
| DN. SAN FRANCISCO | 4.50 | | | |
| DN. OAKLAND PIER | 1.39 | | | |
| DN. West Oakland W | 0.60 | 4 | | |
| D Oakland ★ | 1.14 | | | |
| Emery | 1.12 | 3 | | |
| D Stock Yards ★ | 1.67 | | | |
| West Berkeley | 0.73 | 3 | | |
| Corbin | 0.53 | | | |
| Fleming | 0.50 | | | |
| Nobel | 0.59 | 3 | | |
| Point Isabel (Spur) | 1.15 | | | |
| D Stege ★ | 2.10 | | | |
| D Richmond | 1.57 | 3 | 14 | 20 |
| DN. San Pablo W | 2.13 | 2 | | |
| Giant | 1.10 | 1 | | |
| Sobrante | 3.20 | 4 | | |
| D Pinole ★ | 0.78 | | | |
| Hercules | 1.66 | 3 | | |
| Rodeo | 1.02 | | | |
| Oleum (Spur) | 0.66 | 4 | | |
| Tormey | 0.87 | | | |
| D VALLEJO JUNC. ★ | 0.96 | 1 | | |
| D Crockett ★ | 2.20 | 3 | | |
| DN. PORT COSTA W | | | | |

Double Track. (Oakland to Port Costa)

**Trains must get clearance card before leaving Oakland Pier or West Oakland.**

**NOTE CAREFULLY.—Train order semaphores removed at Oakland, Stockyards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but telegraph offices are maintained at such stations.**

**See page 22 for special rules on double track.**

**Note change classification freight trains, pages 2 and 3.**

***Trains will stop as follows:***

† Trains will stop to pick up passengers only.

** Stops daily, Sunday excepted. Steamer connects for Vallejo.
At Krieger, Nos. 18, 20 and 46 on signal.
At Eckleys, Nos. 42, 44, 46 and 48 on signal.

§ Steamer will connect at Vallejo Junction for Vallejo Sundays only.

# WESTERN DIVISION: San Francisco and Port Costa.

## TOWARD SAN FRANCISCO.

TIME TABLE
No. 99.
Dec. 18, 1904.

### First Class.

| Flagging distance expressed in number of poles. |  | Minimum running time between stations for freight trains—minutes. |  | STATIONS. (Foot-note) | DISTANCE FROM PORT COSTA. | 13 | 15 | 25 | 41 | 81 | 17 | 47 | 49 | 3 | 83 | 5 | 1 | 43 | 45 | 7 | 19 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Danger Point | Caution Point |  |  |  |  | Reno Passenger | California Express | The Owl | Santa Rosa, Calistoga & San Ramon Passenger | Stockton Passenger | Oroville & Sacramento Passenger | Martinez & Vallejo Passenger | Fresno and Stockton Passenger | C. P. Pacific Express | Bakersfield Passenger | C. P. Pacific Express | Overland Limited | Santa Rosa, Calistoga & San Ramon Passenger | Martinez Passenger | Los Angeles Passenger | Sacramento Passenger | California Express |
|  |  |  |  |  |  | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| 14 | 20 |  |  | DN SAN FRANCISCO | 32.17 | AM AR 7.50 | AM AR 8.50 | AM AR 8.50 | AM AR 9.20 | AM AR 10.20 | AM AR 10.50 | AM AR 11.20 | PM AR 12.20<br>PM | PM AR 12.50 | PM AR 4.50 | PM AR 5.20 | PM AR 6.20 | PM AR 6.20 | PM AR 6.50 | PM AR 7.20 | PM AR 7.20 | PM AR 7.50 |
|  |  |  | 4.50 | DN OAKLAND PIER | 27.67 | s 7.10 | s 8.12 | s 8.20 | s 8.50 | s 9.51 | s10.20 | s10.45 | s11.45 | s12.20 | s 4.17 | s 4.42 | s 5.37 | s 5.50 | s 6.20 | s 6.40 | s 6.50 | s 7.20 |
|  |  |  | 1.39 | DN West Oakland W | 26.28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 5 | 0.60 | D Oakland ★ | 25.68 | s 7.03 | s 8.06 | s 8.14 | s 8.44 | s 9.46 | s10.14 | s10.38 | s11.39 | s12.14 | s 4.10 | s 4.37 | s 5.31 | s 5.45 | s 6.13 | s 6.34 | s 6.44 | s 7.14 |
|  |  | 5 | 1.14 | Emery | 24.54 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 1.12 | D Stock Yards ★ | 23.42 | 6.58 | 8.00 | 8.09 | 8.39 | 9.42 | 10.08 | f10.33 | 11.34 | 12.08 | 4.05 | 4.32 | 5.25 | 5.41 | 6.07 | 6.29 | 6.38 | 7.08 |
|  |  | 5 | 1.67 | West Berkeley | 21.75 | 6.55 | 7.57 | 8.06 | 8.35 | 9.39 | ★10.05 | ★10.29 | 11.31 | 12.04 | 4.02 | 4.28 | 5.22 | 5.38 | ★ 6.03 | 6.25 | ★ 6.35 | 7.05 |
|  |  |  | 0.73 | Corbin | 21.02 | 6.54 | 7.56 | 8.05 | 8.33 | 9.38 | 10.04 | 10.28 | 11.30 | 12.03 | 4.01 | 4.27 | 5.21 | 5.37 | 6.02 | 6.24 | 6.34 | 7.04 |
|  |  |  | 0.53 | Fleming | 20.49 |  |  |  | f |  |  | f |  |  |  |  |  |  | f |  |  |  |
|  |  | 6 | 0.50 | Nobel | 19.99 | 6.52 | 7.54 | 8.04 | 8.31 | 9.36 | 10.02 | 10.25 | 11.28 | 12.01 | 3.58 | 4.25 | 5.19 | 5.35 | 5.59 | 6.22 | 6.32 | 7.03 |
|  |  |  | 0.59 | Point Isabel (Spur) | 19.40 |  |  |  |  |  |  | f |  |  |  |  |  |  | f |  |  |  |
|  |  |  | 1.15 | D Stege ★ | 18.25 | f 6.48 | 7.51 | 8.01 | s 8.27 | 9.34 | 9.59 | s10.21 | 11.26 | PM<br>11.59 | 3.56 | 4.23 | 5.17 | 5.33 | s 5.57 | 6.18 | ★ 6.28 | 7.01 |
|  |  | 7 | 2.10 | D Richmond | 16.15 | f 6.44 | 7.47 | 7.58 | s 8.24 | 9.31 | 9.56 | s10.16 | 11.23 | 11.56 | 3.52 | 4.19 | 5.13 | 5.30 | s 5.53 | 6.14 | ★ 6.25 | ★ 6.58 |
|  |  |  | 1.57 | DN San Pablo W | 14.58 | 6 42 | 7.44 | 7.56 | s 8.21 | 9.29 | 9.53 | s10.13 | 11.21 | 11.54 | **3.50** | **4.17** | 5.11 | 5.28 | s 5.49 | 6.12 | ★ 6.22 | 6.56 |
|  |  | 4 | 2.13 | Giant | 12.45 | 6.36 | 7.40 | 7.51 | f 8.16 | 9.26 | 9.49 | s10.09 | 11.18 | 11.51 | ★★ 3.46 | 4.13 | 5.08 | 5.25 | f 5.44 | 6.08 | 6.18 | 6.52 |
|  |  | 2 | 1.10 | Sobrante | 11.35 | 6.34 | 7.38 | 7.49 | 8.14 | 9.24 | 9.47 | f10.07 | 11.16 | 11.49 | 3.43 | 4.11 | 5.06 | 5.23 | f 5.41 | 6.06 | 6.16 | 6.50 |
|  |  | 8 | 3.20 | D Pinole ★ | 8.15 | 6.27 | 7.33 | 7.43 | s 8.05 | 9.19 | 9.41 | s 9.59 | ★★11.11 | 11.44 | s 3.38 | 4.06 | 5.01 | 5.18 | s 5.34 | 6.00 | s 6.11 | 6.45 |
|  |  | 6 | 0.78 | Hercules | 7.37 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 1.66 | Rodeo | 5.71 | 6.22 | 7.29 | 7.38 | s 8.02 | 9.15 | 9.36 | s 9.54 | 11.07 | 11.41 | 3.34 | 4.01 | 4.57 | 5.14 | s 5.28 | 5.55 | ★ 6.06 | 6.40 |
|  |  |  | 1.02 | Oleum (Spur) | 4.69 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 6 | 0.66 | Tormey | 4.03 | 6.17 | 7.26 | 7.34 | f 7.57 | **9.12** | **9.32** | f **9.50** | 11.03 | 11.38 | 3.32 | 3.57 | 4.53 | 5.11 | f 5.24 | 5.52 | 6.02 | 6.37 |
|  |  |  | 0.87 | D VALLEJO JUNC. ★ | 3.16 | 6.16 | 7.25 | 7.33 | {7.56<br>{7.52 | 9.09 | 9.31 | s 9.49 | s11.02 | 11.37 | f 3.30 | 3.56 | 4.52 | 5.10}<br>5.00} | s 5.22 | 5.50 | 6.01 | s 6.36 |
|  |  | 3 | 0.96 | D Crockett ★ | 2.20 | 6.14 | 7.24 | 7.31 | s 7.47 | 9.08 | 9.29 | s 9.47 | 10.59 | 11.36 | 3.28 | 3.54 | 4.49 | s 4.58 | s 5.20 | 5.49 | s 5.59 | ★ 6.34 |
|  |  | 6 | 2.20 | DN PORT COSTA W | 0.00 | s 6.10 AM LV | s 7.20 AM LV | 7.27 AM LV | 7.43 AM LV | 9.03 AM LV | s 9.25 AM LV | 9.42 AM LV | 10.54 AM LV | 11.32 AM LV | 3.24 PM LV | s 3.50 PM LV | 4.45 PM LV | 4.53 PM LV | 5.15 PM LV | 5.45 PM LV | s 5.55 PM LV | s 6.30 PM LV |
|  |  |  |  | (32.17) |  | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
|  |  |  |  | Time over District |  | 1.00 | 0.52 | 0.53 | 1.07 | 0.48 | 0.55 | 1.03 | 0.51 | 0.48 | 0.53 | 0.52 | 0.52 | 0.47 | 1.05 | 0.55 | 0.55 | 0.50 |
|  |  |  |  | Average speed per hour |  | 27.67 | 31.92 | 31.33 | 24.78 | 34.59 | 30.18 | 26.35 | 32.55 | 34.59 | 31.33 | 31.92 | 31.92 | 35.32 | 25.54 | 30.18 | 30.18 | 33.20 |

Double Track.

### Third Class.

| STATIONS. (Foot-note) | DISTANCE FROM PORT COSTA. | 201 | 265 | 221 | 219 | 241 | 249 | 273 | 267 | 217 |
|---|---|---|---|---|---|---|---|---|---|---|
|  |  | Ogden Freight | Freight | Oregon Freight | Ogden Freight | El Paso Freight | Tracy Freight | Sacramento Freight | Way Freight | Ogden Freight |
|  |  | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily |
| DN SAN FRANCISCO | 32.17 |  |  |  |  |  |  |  |  |  |
| DN OAKLAND PIER | 27.67 |  |  |  |  |  |  |  |  |  |
| DN West Oakland W | 26.28 | AM AR 2.00 | AM AR 3.55 | AM AR 5.55 | AM AR 7.50 | AM AR **11.25** | PM AR 3.00 | PM AR 3.25 | PM AR 5.20 | PM AR 8.30 |
| D Oakland ★ | 25.68 | 1.50 | 3.45 | **5.45** | 7.40 | 11.15 | 2.50 | 3.15 | 5.10 | 8.20 |
| Emery | 24.54 |  |  |  |  |  |  |  |  |  |
| D Stock Yards ★ | 23.42 | 1.42 | 3.38 | 5.36 | 7.33 | 11.08 | 2.42 | 3.07 | 5.00 | 8.12 |
| West Berkeley | 21.75 |  |  |  |  |  |  |  |  |  |
| Corbin | 21.02 | 1.35 | 3.30 | 5.28 | 7.26 | 10.58 | 2.35 | 3.00 | 4.50 | 8.05 |
| Fleming | 20.49 |  |  |  |  |  |  |  |  |  |
| Nobel | 19.99 | 1.31 | 3.27 | 5.24 | 7.22 | 10.55 | 2.32 | 2.56 | 4.44 | 8.02 |
| Point Isabel (Spur) | 19.40 |  |  |  |  |  |  |  |  |  |
| D Stege ★ | 18.25 | 1.27 | 3.20 | 5.18 | 7.17 | 10.48 | 2.27 | 2.52 | 4.37 | 7.55 |
| D Richmond | 16.15 |  |  |  |  |  |  |  |  |  |
| DN San Pablo W | 14.58 | 1.15 | 3.08 | 5.05 | 7.06 | 10.36 | 2.16 | 2.40 | {**4.17**<br>{**3.40** | 7.43 |
| Giant | 12.45 | 1.08 | 3.02 | 4.58 | 6.59 | 10.28 | 2.09 | 2.33 | 3.20 | 7.37 |
| Sobrante | 11.35 | 1.05 | 2.58 | 4.54 | 6.56 | 10.24 | 2.06 | 2.30 | 3.10 | 7.33 |
| D Pinole ★ | 8.15 | 12.55 | 2.48 | 4.43 | 6.46 | 10.12 | 1.55 | 2.20 | 2.55 | 7.22 |
| Hercules | 7.37 |  |  |  |  |  |  |  |  |  |
| Rodeo | 5.71 | 12.48 | 2.39 | 4.34 | 6.38 | 10.05 | 1.48 | 2.13 | 2.37 | 7.14 |
| Oleum (Spur) | 4.69 |  |  |  |  |  |  |  |  |  |
| Tormey | 4.03 | 12.42 | 2.33 | 4.28 | 6.33 | {**9.50**<br>{**9.02** | 1.43 | 2.07 | 2.25 | 7.09 |
| D VALLEJO JUNC. ★ | 3.16 | 12.40 | 2.31 | 4.25 | 6.31 | 8.55 | 1.40 | 2.05 | 2.20 | 7.06 |
| D Crockett ★ | 2.20 | 12.37 | 2.28 | 4.23 | 6.27 | 8.51 | 1.37 | 2.02 | 2.15 | 7.02 |
| DN PORT COSTA W | 0.00 | 12.30 AM LV | 2.20 AM LV | 4.15 AM LV | 6.20 AM LV | 8.25 AM LV | 1.30 PM LV | 1.55 PM LV | 2.05 PM LV | 6.55 PM LV |
| (32.17) |  | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily |
| Time over District |  | 1.30 | 1.35 | 1.40 | 1.30 | 3.00 | 1.30 | 1.30 | 3.15 | 1.35 |
| Average speed per hour |  | 17.52 | 16.59 | 15.77 | 17.52 | 9.00 | 17.52 | 17.52 | 8.09 | 16.59 |

**Trains must get clearance card before leaving Port Costa.**

**NOTE CAREFULLY.—Train order semaphores removed at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but telegraph offices are maintained at such stations.**

**See page 22 for special rules on double track.**

**Note change, classifications freight trains, pages 2 and 3.**

***Trains will stop as follows:***

★ Trains will stop to discharge passengers only.
★ No. 19 will make such stop for passengers from East or South Port Costa.
★ No. 11 will make such stop for passengers from East of Suisun.
★★ Trains will stop on signal Saturdays only.
At Krieger, Nos. 45 and 47 on signal.
At Eckleys, Nos. 41, 45 and 47 on signal.

# WESTERN DIVISION: Port Costa and Sacramento.

## FROM SAN FRANCISCO.

| Third Class. | | | | Second Class. | | | First Class. | | | | | | | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 99. Dec. 18, 1904. | Minimum running time between stations for passenger trains—minutes. | Flagging distance expressed in number of poles. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 276 | 270 | 274 | 202 | 272 | 220 | 222 | 16 | 14 | 18 | 54 | 2 | 4 | 12 | 20 | 56 | | | | | |
| Red Bluff Freight | Red Bluff Freight | Way Freight | Sacramento Freight | Portland Fast Freight | C. P. Through Freight | Oregon Freight | Oregon Express | Reno Passenger | Sacramento and Oroville Passenger | Oroville Passenger | Overland Limited | C. P. Atlantic Express | Oregon Express | Sacramento Passenger | Oroville Passenger | | STATIONS. | | Danger Point | Caution Point |
| Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | |
| | | | | | | | PM LV<br>8.05 | PM LV<br>7.00 | PM LV<br>3.30 | | AM LV<br>10.00 | AM LV<br>9.00 | AM LV<br>8.00 | AM LV<br>7.00 | | 0.00 | SAN FRANCISCO<br>32.17 | | | |
| | | Ferry<br>AM LV | Ferry<br>AM LV | | Ferry<br>AM LV | Ferry<br>AM LV | Ferry<br>PM LV | Ferry<br>PM LV | Ferry<br>PM LV | | Ferry<br>AM LV | Ferry<br>AM LV | Ferry<br>AM LV | Ferry<br>AM LV | | 32.17 | DN.PORT COSTA W<br>1.08 | | | |
| | | 8.10 | 2.20 | | Foot-Note<br>**5.40** | Foot-note<br>**3.25** | s10.00 | s 8.45 | Foot-note<br>s **5.33** | | 11.42 | s10.55 | s 9.50 | Foot-note<br>s **8.58** | | 33.25 | Double Track.<br>DN.BENICIA W<br>0.88 | | | |
| | | 8.13 | 2.23 | | 5.43 | 3.28 | 10.02 | 8.47 | 5.35 | | 11.43 | 10.57 | 9.52 | f 9.00 | | 34.13 | Mail Dock<br>0.73 | 2 | | |
| | | 8.17 | 2.26 | | 5.47 | 3.30 | 10.03 | 8.48 | f 5.37 | | 11.44 | 10.58 | 9.53 | f 9.01 | | 34.86 | Army Point<br>0.68 | | | |
| | | 8.19 | 2.30 | | 5.49 | 3.33 | 10.04 | 8.49 | 5.38 | | 11.45 | 10.59 | 9.55 | 9.03 | | 35.54 | Arsenal<br>3.47 | 6 | | |
| | | **8.43** | **2.54** | | 6.02 | 3.45 | 10.12 | 8.57 | f **5.51** | | 11.51 | 11.07 | 10.02 | f 9.10 | | 39.01 | DN.Goodyear W<br>1.03 | | | |
| | | | | | | | | | | | | | | | | 40.04 | ★ Hoyt (Spur)<br>3.15 | 6 | | |
| | | **9.18** | 3.05 | | **6.28** | 4.00 | 10.20 | ★★9.06 | f 5.58 | | 11.56 | 11.16 | 10.11 | f **9.18** | | 43.19 | Cygnus<br>1.00 | | | |
| | | 9.30 | 3.08 | | 6.32 | 4.03 | 10.22 | ★★9.08 | f 6.01 | | 11.58 | 11.18 | 10.13 | f 9.20 | | 44.19 | Teal<br>2.44 | | | |
| | | 9.45 | 3.17 | | 6.42 | 4.15 | **10.27** | 9.13 | 6.05 | | PM<br>12.03 | 11.23 | 10.18 | 9.25 | | 46.63 | Sprig<br>2.87 | 8 | | |
| | | **10.14**<br>**11.28** | 3.30<br>**4.30** | | 6.58 | **4.30** | s10.32 | s **9.20** | s 6.11 | | **12.07** | s**11.28** | s**10.24** | s 9.31 | | 49.50 | DN.SUISUN W<br>3.18 | | | |
| | | PM<br>**12.12** | **5.12** | | 7.12 | 4.42 | 10.38 | 9.26 | f 6.17 | | **12.12** | 11.35 | **10.30** | f 9.37 | | 52.68 | Tolenas<br>2.15 | 3 | 14 | 20 |
| | | | | | | | | | f | | | | | f | | 54.83 | Vanden<br>1.52 | 3 | | |
| | | 12.35 | 5.30 | | 7.30 | **5.05** | 10.45 | 9.32 | f 6.23 | | 12.17 | 11.42 | 10.36 | f **9.45** | | 56.35 | Cannon<br>3.97 | | | |
| | | 1.00 | **5.55** | | **7.58** | 5.20 | s10.53 | s 9.40 | s 6.35 | | 12.22 | s11.51 | s10.43 | s 9.55 | | 60.32 | DN.ELMIRA W<br>4.83 | 4 | | |
| | | 1.25 | 6.30 | | **8.20** | **5.45** | 11.02 | 9.48 | s 6.45 | | 12.29 | PM<br>12.01 | 10.52 | s10.04 | | 65.15 | D Batavia<br>3.35 | 5 | | |
| | | **2.28** | **7.02** | | 8.40 | 5.55 | 11.08 | s 9.55 | s 6.52 | | 12.34 | 12.07 | 10.58 | s10.12 | | 68.50 | DN.Dixon W<br>4.27 | 3 | | |
| | | **3.17** | **7.32** | | 9.05 | 6.07 | 11.17 | 10.02 | f **7.02** | | 12.41 | 12.17 | 11.06 | f10.20 | | 72.77 | Tremont<br>2.79 | 4 | | |
| | | | | | | | | | | | | | | | | 75.56 | Briggston (Spur)<br>1.00 | 3 | | |
| PM LV<br>7.45 | PM LV<br>**5.50** | **3.55** | 8.00 | PM LV<br>**11.25** | 9.30 | **6.20**<br>**6.35** | s**11.25** | s10.10 | 7.10<br>**7.20** | PM LV<br>4.30 | 12.47 | s12.25 | **11.15**<br>AM AR | 10.28<br>10.35 | AM LV<br>**7.25** | 76.56 | DN.DAVIS W<br>3.72 | 1 | | |
| | | | | | | | | | f | f | | | | f | | 80.28 | Swingle (Spur)<br>1.16 | 5 | | |
| 8.00 | 6.03 | 4.13 | **8.42** | 11.47 | 10.00 | **6.55**<br>**7.15** | 11.33 | 10.18 | 7.28 | f†4.38 | 12.53 | 12.33 | | 10.43 | 7.34 | 81.44 | DN.Webster<br>6.20 | | | |
| 8.17 | 6.19 | 4.35 | 9.00 | AM<br>12.05 | 10.25 | **7.44** | 11.44 | **10.29** | 7.39 | 4.48 | 1.04 | 12.44 | | 10.53 | **7.44** | 87.64 | Mikon<br>2.15 | 6 | | |
| 8.25<br>PM AR | 6.30<br>PM AR | **4.45**<br>PM AR | 9.10<br>AM AR | 12.15<br>AM AR | 10.40<br>AM AR | **8.05**<br>AM AR | 11.50<br>PM AR | 10.35<br>PM AR | 7.45<br>PM AR | **4.55**<br>PM AR | 1.10<br>PM AR | 12.50<br>PM AR | | **11.00**<br>AM AR | 7.50<br>AM AR | 89.79 | DN.SACRAMENTO | 4 | | |
| Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | (56.54) | | | |
| 0.40 | 0.40 | 8.35 | 6.50 | 0.50 | 5.00 | 4.40 | 1.50 | 1.50 | 2.12 | 0.25 | 1.28 | 1.55 | 1.25 | 2.02 | 0.25 | | Time over District. | | | |
| 19.84 | 19.84 | 6.58 | 8.27 | 15.87 | 11.30 | 12.11 | 30.84 | 30.84 | 26.98 | 31.75 | 40.58 | 29.50 | 28.18 | 27.58 | 31.75 | | Average speed per hour. | | | |

**FOOT-NOTE.—Nos. 13 and 220, 17 and 20, 19 and 18, 221 and 222 may on their rights meet on double track between Arsenal and Benicia.**

★ Frog out.

**☞NOTE CAREFULLY—Changes in classification of freight trains.**

**West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81).**

**Trains must get clearance card before leaving Benicia or Davis.**

***Trains will stop as follows:***

★★ Stops Tuesdays and Saturdays during shooting season.

† At Sheep Camp, 1½ miles east of Webster, Train No. 54 on signal Sundays only.

At Joyce, Trains Nos. 14, 18 and 20 on signal.

# WESTERN DIVISION: Port Costa and Sacramento.

## TIME TABLE No. 99.

Dec. 18, 1904.

## TOWARD SAN FRANCISCO.

| Flagging distance expressed in number of poles. Danger Point | Flagging distance expressed in number of poles. Caution Point | Minimum running time between stations for freight trains—minutes. | STATIONS. | DISTANCE FROM SACRAMENTO. | First Class | | | | | | | | | Second Class | | | Third Class | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 13 | 15 | 17 | 53 | 5 | 1 | 19 | 11 | 55 | 271 | 201 | 221 | 273 | 269 | 275 |
| | | | | | Reno Passenger | California Express | Oroville and Sacramento Passenger | Oroville Passenger | C. P. Pacific Express | Overland Limited | Sacramento Passenger | California Express | Oroville Passenger | Portland Fast Freight | Ogden Freight | Oregon Freight | Way Freight | Red Bluff Freight | Red Bluff Freight |
| | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily |
| | | | SAN FRANCISCO<br>32.17 | 89.79 | A M AR 7.50 | A M AR 8.50 | A M AR 10.50 | | P M AR 5.20 | P M AR 6.20 | P M AR 7.20 | P M AR 7.50 | | | | | | | |
| | | | DN PORT COSTA W<br>1.08 | 57.62 | Ferry | Ferry | Ferry | | Ferry | Ferry | Ferry | Ferry | | | Ferry | Ferry | Ferry | | |
| | | 3 | DN .BENICIA W (Double Track.)<br>0.88 | 56.54 | A M AR Foot Note s **5.50** | A M AR s 6.50 | A M AR Foot Note s **8.58** | | P M AR s 3.25 | P M AR s 4.20 | P M AR Foot Note s **5.33** | P M AR s 6.05 | | | P M AR 11.40 | A M AR Foot Note **3.25** | P M AR 1.05 | | |
| | | 12 | Mail Dock<br>0.73 | 55.66 | 5.45 | 6.46 | 8.53 | | 3.22 | 4.17 | f 5.25 | 6.02 | | | 11.35 | 3.20 | 1.00 | | |
| | | | Army Point<br>0.68 | 54.93 | 5.43 | 6.44 | f 8.52 | | 3.20 | 4.14 | f 5.22 | 6.00 | | | 11.30 | 3.16 | 12.52 | | |
| | | | Arsenal<br>3.47 | 54.25 | 5.42 | 6.43 | 8.50 | | 3.18 | 4.13 | 5.21 | 5.58 | | | 11.25 | 3.12 | 12.50 | | |
| | | 8 | DN .Goodyear W<br>1.03 | 50.78 | 5.35 | 6.37 | s **8.43** | | 3.13 | 4.08 | s 5.13 | **5.51** | | | 11.05 | **2.54** | 12.43 | | |
| | | | * Hoyt (Spur)<br>3.15 | 49.75 | | | | | | | | | | | | | | | |
| | | 12 | Cygnus<br>1.00 | 46.60 | 5.28 | **6.28** | f 8.34 | | 3.06 | 4.01 | f 5.04 | 5.42 | | | 10.43 | 2.34 | 12.28 | | |
| | | | Teal<br>2.44 | 45.60 | 5.26 | 6.26 | f 8.32 | | 3.04 | 3.59 | f 5.02 | 5.40 | | | 10.38 | 2.29 | 12.25 | | |
| | | | Sprig<br>2.87 | 43.16 | 5.22 | 6.21 | 8.27 | | 3.01 | 3.56 | 4.57 | 5.36 | | | **10.27** | 2.18 | 12.17 | | |
| | | 6 | DN .SUISUN W<br>3.18 | 40.29 | s 5.17 | s 6.15 | s 8.22 | | 2.57 | 3.52 | s 4.51 | s 5.30 | | | **9.20** | 2.05 | **12.07**<br>P M<br>**11.23** | | |
| 14 | 20 | 4 | Tolenas<br>2.15 | 37.11 | **5.12** | 6.08 | f 8.15 | | 2.52 | 3.47 | f 4.43 | 5.22 | | | 8.30 | 1.50 | **10.30** | | |
| | | 3 | Vanden<br>1.52 | 34.96 | | | f | | | | f | | | | | | | | |
| | | 8 | Cannon<br>3.97 | 33.44 | **5.05** | 6.02 | f 8.07 | | 2.46 | 3.41 | f 4.35 | 5.16 | | | 8.10 | 1.36 | **9.45** | | |
| | | 10 | DN .ELMIRA W<br>4.83 | 29.47 | s 4.55 | s **5.55** | s **7.58** | | 2.40 | 3.35 | s 4.27 | 5.08<br>5.02 | | | 7.50 | 1.22 | 8.50 | | |
| | | 6 | D Batavia<br>3.35 | 24.64 | 4.46 | **5.45** | s 7.47 | | 2.33 | 3.28 | s 4.16 | ★ 4.52 | | | 7.30 | 1.03 | **8.20** | | |
| | | 9 | DN .Dixon W<br>4.27 | 21.29 | 4.38 | 5.39 | s **7.41** | | **2.28** | 3.23 | s 4.10 | s 4.45 | | | 7.17 | 12.50 | **7.41**<br>**7.02** | | |
| | | 8 | Tremont<br>2.79 | 17.02 | 4.32 | 5.32 | f **7.32** | | 2.22 | **3.17** | f 4.01 | 4.37 | | | **7.02** | 12.25<br>A M | 6.35 | | |
| | | | Briggston (Spur)<br>1.00 | 14.23 | | | | | | | | | | | | | | | |
| | | 10 | DN .DAVIS W<br>3.72 | 13.23 | s 4.25 | s 5.25 | s **7.25** | A M AR **11.23** | 2.16 | 3.11 | s **3.55** | 4.30<br>P M LV | P M AR **7.20** | A M AR **6.35** | 6.25<br>**5.50** | **11.25** | **6.20**<br>5.50 | A M AR **7.15** | A M AR 9.00 |
| | | | Swingle (Spur)<br>1.16 | 9.51 | | | f | f | | | f | | f | | | | | | |
| | | 12 | DN .Webster<br>6.20 | 8.35 | 4.15 | 5.15 | **7.15** | 11.15 | 2.08 | 3.03 | 3.45 | | 7.10 | 5.58 | 5.30 | 10.50 | 5.30 | **6.55** | **8.42** |
| | | 7 | Mikon<br>2.15 | 2.15 | 4.06 | **5.06** | 7.06 | 11.06 | 2.01 | 2.56 | 3.36 | | 7.01 | 5.40 | 5.10 | **10.29** | **5.06** | 6.30 | 8.15 |
| | | | DN .SACRAMENTO<br>(56.54) | 0.00 | 4.00<br>A M LV | 5.00<br>A M LV | 7.00<br>A M LV | **11.00**<br>A M LV | 1.55<br>P M LV | 2.50<br>P M LV | 3.30<br>P M LV | | 6.55<br>P M LV | 5.30<br>A M LV | **4.55**<br>P M LV | 10.10<br>P M LV | 4.45<br>A M LV | 6.20<br>A M LV | **8.05**<br>A M LV |
| | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily |
| | | | Time over District | | 1.50 | 1.50 | 1.58 | 0.23 | 1.30 | 1.30 | 2.03 | 1.35 | 0.25 | 1.05 | 6.45 | 5.25 | 8.20 | 0.55 | 0.55 |
| | | | Average speed per hour | | 30.84 | 30.84 | 29.18 | 34.51 | 42.10 | 42.10 | 29.50 | 28.87 | 31.75 | 12.21 | 8.37 | 10.44 | 7.60 | 14.43 | 14.43 |

* Frog out.

**FOOT-NOTE.**—Nos. 13 and 220, 17 and 20, 19 and 18, 221 and 222 may on their rights meet on double track between Arsenal and Benicia.

☞**NOTE CAREFULLY**—Changes in classification of freight trains.

**West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81).**

**Trains must get clearance card before leaving Sacramento or Davis, except Nos. 1 and 5, which may be cleared at Davis by semaphore.**

***Trains will stop as follows:***

★ No. 11 will stop to let off passengers from north of Davis.
At Joyce, Trains Nos. 17 and 19 on signal.

# WESTERN DIVISION: Port Costa, San Ramon and Tracy.

## FROM SAN FRANCISCO.

| Third Class. | Second Class. | | First Class. | | | | | | | | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 99. Dec. 18, 1904. STATIONS. | Minimum running time between stations for passenger trains—minutes. | Flagging distance expressed in number of poles. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 250 | 252 | 246 | 48 | 6 | 26 | 44 | 50 | 8 | 46 | 84 | 58 | 60 | | | | Danger Point | Caution Point |
| Tracy Way Freight | Freight | Fresno Freight | Martinez Passenger | C. P. Atlantic Express | The Owl | San Ramon Passenger | Fresno and Stockton Passenger | Los Angeles Passenger | Martinez Passenger | Bakersfield Passenger | San Ramon Passenger and Freight | San Ramon Passenger | | | | | |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Sunday Only | | | | | |
| | | | PM LV<br>7.00 | PM LV<br>6.00 | PM LV<br>5.00 | PM LV<br>4.00 | PM LV<br>3.30 | AM LV<br>10.00 | AM LV<br>9.30 | AM LV<br>8.30 | AM LV<br>7.30 | AM LV<br>7.30 | 0.00 | SAN FRANCISCO<br>32.17 | | | |
| PM LV<br>**1.15** | PM LV<br>11.30 | AM LV<br>1.00 | PM LV<br>8.40 | PM LV<br>7.30 | PM LV<br>6.15 | PM LV<br>5.25 | PM LV<br>**4.45** | AM LV<br>**11.32** | AM LV<br>11.01 | AM LV<br>**9.42** | AM LV<br>**9.03** | AM LV<br>**9.03** | 32.17 | DN. PORT COSTA W<br>3.47 | 7 | 14 | 20 |
| 1.45 | 11.50<br>AM | 1.15 | 8.50<br>PM AR | 7.40 | 6.25 | s **5.37** | s 4.55 | s11.41 | 11.10<br>AM AR | s 9.51 | s 9.20 | s 9.13 | 35.64 | D MARTINEZ W<br>2.14 | 6 | | |
| | | | | | | f | | | | | f | f | 37.78 | Peyton<br>1.37 | | | |
| 2.00 | 12.05 | 1.27 | | 7.46 | **6.30** | s 5.45 | s 5.01 | **11.48** | | s 9.57 | s 9.40 | s 9.25 | 39.15 | D AVON | | | |
| | | | | | | 5.45 | | | | | 9.40 | 9.25 | 39.15 | San Ramon Branch.<br>D AVON<br>4.40 | 7 | 14 | 20 |
| | | | | | | s 5.55 | | | | | s10.45 | s 9.35 | 43.55 | D Concord W<br>0.74 | 5 | | |
| | | | | | | | | | | | | | 44.29 | Nacio<br>1.86 | | | |
| | | | | | | f 6.01 | | | | | f11.00 | f 9.41 | 46.15 | Hookston<br>3.00 | 5 | | |
| | | | | | | s 6.08 | | | | | s11.15 | s 9.48 | 49.15 | D Walnut Creek<br>4.40 | 8 | | |
| | | | | | | s 6.18 | | | | | s11.39 | s 9.58 | 53.55 | Hemme<br>2.20 | 4 | | |
| | | | | | | s 6.23 | | | | | s11.50 | s10.03 | 55.75 | D Danville<br>1.70 | 3 | | |
| | | | | | | f | | | | | f | f | 57.45 | Osage<br>1.40 | 2 | | |
| | | | | | | 6.30<br>PM AR | | | | | 12.00<br>NOON AR | 10.10<br>AM AR | 58.85 | SAN RAMON | | | |
| 2.00 | 12.05 | 1.27 | | 7.46 | **6.30** | | 5.01 | **11.48** | | 9.57 | | | 39.15 | D AVON<br>3.09 | 4 | 14 | 20 |
| 2.30 | 12.18 | **1.37** | | 7.50 | 6.34 | | f 5.06 | 11.52 | | f10.03 | | | 42.24 | Bay Point<br>3.26 | 4 | | |
| **2.58** | 12.32 | 1.47 | | 7.55 | 6.38 | | f **5.17** | 11.57 | | f10.08 | | | 45.50 | McAvoy<br>4.39 | 5 | | |
| 3.17 | **12.52** | 2.02 | | 8.02 | 6.44 | | s 5.23 | PM<br>★12.05 | | Foot-note<br>s**10.17** | | | 49.89 | DN. Cornwall W<br>1.87 | 2 | | |
| 3.25 | 1.00 | 2.07 | | 8.05 | 6.47 | | f 5.27 | 12.08 | | f10.21 | | | 51.76 | Los Medanos<br>2.30 | 3 | | |
| | | | | | | | | | | | | | 54.06 | Empire<br>0.48 | | | |
| 3.39 | 1.12 | 2.16 | | 8.08 | 6.51 | | s **5.32** | ★12.13 | | s**10.25** | | | 54.54 | D Antioch<br>3.91 | 4 | | |
| 4.00 | 1.29 | 2.28 | | 8.15 | 6.56 | | f 5.37 | 12.19 | | f10.31 | | | 58.45 | Neroly<br>4.25 | 4 | | |
| **4.31**<br>**4.55** | 1.48 | 2.42 | | 8.22 | 7.02 | | s 5.45 | ★12.26 | | s**10.41** | | | 62.70 | DN. Brentwood W<br>5.13 | 5 | | |
| **5.55** | 2.10 | 2.58 | | ★ 8.29 | 7.09 | | s **5.55** | ★12.33 | | s10.50 | | | 67.83 | D Byron<br>4.85 | 5 | | |
| 6.20 | 2.32 | 3.15 | | 8.37 | 7.15 | | f 6.03 | 12.42 | | f10.58 | | | 72.68 | Herdlyn<br>3.96 | 4 | | |
| 6.40 | 2.50 | **3.37** | | 8.42 | 7.20 | | s 6.10 | 12.48 | | f11.05 | | | 76.64 | D Bethany<br>3.41 | 7 | | |
| **7.25** | **3.15** | 3.48 | | 8.48 | **7.25** | | 6.16 | 12.53 | | 11.11 | | | 80.05 | Janney<br>3.20 | | | |
| 7.50<br>PM AR | 3.30<br>AM AR | 4.00<br>AM AR | | s 8.55<br>PM AR | s 7.30<br>PM AR | | ¶ 6.25<br>PM AR | ¶ 1.00<br>PM AR | | ¶11.18<br>AM AR | | | 83.25 | DN. TRACY W | | | |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Sunday Only | | (51.08) | | | |
| 6.35 | 4.00 | 3 00 | 0.10 | 1.25 | 1.15 | 1.05 | 1.40 | 1.28 | 0.09 | 1.36 | 2.57 | 1.07 | | Time over District | | | |
| 7.75 | 12.77 | 17.02 | 20.82 | 36.05 | 40.86 | 24.62 | 30.64 | 34.82 | 23.13 | 31.91 | 9.04 | 23.89 | | Average speed per hour | | | |

☞ **FOOT-NOTES.—No. 58 is superior to No. 57.**

**No. 49 will take siding for No. 84 at Cornwall.**

☞**NOTE CAREFULLY—Changes in classification of freight trains.**

**West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.**

**Trains must get clearance card before leaving Port Costa.**

***Trains will stop as follows:***

★ Trains will stop to discharge passengers only.

At Nevada Dock, Trains Nos. 44, 46, 48, 58 and 60 on signal.

At Widbero, all passenger trains on signal.

# WESTERN DIVISION: Port Costa, San Ramon and Tracy.

## TOWARD SAN FRANCISCO.

| Flagging distance expressed in number of poles.<br>Danger Point | <br>Caution Point | Minimum running time between stations for freight trains—minutes. | TIME TABLE No. 99.<br>Dec. 18, 1904.<br>STATIONS. | DISTANCE FROM TRACY. | First Class. | | | | | | | | | | | Second Class. | | | Third Class. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 25<br>The Owl | 41<br>San Ramon Passenger | 81<br>Stockton Passenger | 47<br>Martinez Passenger | 49<br>Fresno and Stockton Passenger | 3<br>C. P. Pacific Express | 83<br>Bakersfield Passenger | 57<br>San Ramon Passenger and Freight | 59<br>San Ramon Passenger | 45<br>Martinez Passenger | 7<br>Los Angeles Passenger | 219<br>Ogden Freight | 241<br>El Paso Freight | 217<br>Ogden Freight | 249<br>Tracy Way Freight | 265<br>Freight |
| | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Sunday Only | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily |
| | | | SAN FRANCISCO<br>32.17 | 83.25 | AM AR<br>8.50 | AM AR<br>9.20 | AM AR<br>10.20 | AM AR<br>11.20 | PM AR<br>12.20 | PM AR<br>12.50 | PM AR<br>4.50 | PM AR<br>6.20 | PM AR<br>6.20 | PM AR<br>6.50 | PM AR<br>7.20 | | | | | |
| 14 | 20 | 12 | DN. PORT COSTA W<br>3.47 | 51.08 | AM AR<br>s 7.27 | AM AR<br>s 7.38 | AM AR<br>s **9.03** | AM AR<br>s **9.42** | AM AR<br>s10.54 | AM AR<br>s**11.32** | PM AR<br>s 3.24 | PM AR<br>s **4.45** | PM AR<br>s **4.45** | PM AR<br>s 5.15 | PM AR<br>s 5.45 | AM AR<br>6.20 | AM AR<br>8.20 | PM AR<br>6.55 | PM AR<br>**1.15** | AM AR<br>2.20 |
| | | 11 | D MARTINEZ W<br>2.14 | 47.61 | 7.17 | s 7.30 | ★ 8.55 | 9.32<br>AM LV | s10.45 | 11.23 | s 3.15 | s 4.27 | s 4.35 | 5.05<br>PM LV | s **5.37** | 6.03 | 8.05 | 6.42 | 12.50<br>PM | 2.02 |
| | | | Peyton<br>1.37 | 45.47 | | f | | | f | | | f | f | | | | | | | |
| | | | D AVON | 44.10 | 7.12 | 7.22 | 8.48 | | 10.38 | 11.18 | 3.08 | 4.11 | 4.27 | | 5.28 | 5.50 | 7.52 | **6.30** | **11.48** | 1.47 |
| | | | San Ramon Branch. | | | | | | | | | | | | | | | | | |
| 14 | 20 | 11 | D AVON<br>4.40 | 44.10 | | s 7.22 | | | | | | s 4.11 | s 4.27 | | | | | | | |
| | | 6 | D Concord W<br>0.74 | 48.50 | | s 7.10 | | | | | | s 3.47 | s 4.16 | | | | | | | |
| | | | Nacio<br>1.86 | 49.24 | | | | | | | | | | | | | | | | |
| | | 7 | Hookston<br>3.00 | 51.10 | | f 7.03 | | | | | | f 3.10 | f 4.08 | | | | | | | |
| | | 11 | D Walnut Creek<br>4.40 | 54.10 | | s 6.54 | | | | | | s 2.53 | s 4.01 | | | | | | | |
| | | 6 | Hemme<br>2.20 | 58.50 | | s 6.43 | | | | | | s 2.28 | s 3.49 | | | | | | | |
| | | 4 | D Danville<br>1.70 | 60.70 | | s 6.37 | | | | | | s 2.17 | s 3.43 | | | | | | | |
| | | 4 | Osage<br>1.40 | 62.40 | | f | | | | | | f | f | | | | | | | |
| | | | SAN RAMON | 63.80 | | 6.30<br>AM LV | | | | | | 2.00<br>PM LV | 3.35<br>PM LV | | | | | | | |
| 14 | 20 | 7 | D AVON<br>3.09 | 44.10 | 7.12 | | 8.48 | | s10.38 | 11.18 | 3.08 | | | | f 5.28 | 5.50 | 7.52 | **6.30** | **11.48** | 1.47 |
| | | 7 | Bay Point<br>3.26 | 41.01 | 7.07 | | 8.43 | | f10.32 | 11.13 | 3.03 | | | | f 5.22 | 5.38 | 7.40 | 6.10 | 11.25 | **1.37** |
| | | 9 | McAvoy<br>4.39 | 37.75 | 7.02 | | 8.38 | | f10.26 | **11.08** | **2.58** | | | | f **5.17** | 5.27 | 7.28 | 6.00 | **11.08** | 1.12 |
| | | 4 | DN. Cornwall W<br>1.87 | 33.36 | 6.54 | | f 8.32 | | Foot-note<br>s**10.17** | 11.02 | f 2.51 | | | | s 5.05 | 5.11 | 7.12 | 5.47 | 10.41 | **12.52** |
| | | 6 | Los Medanos<br>2.30 | 31.49 | 6.52 | | 8.29 | | f10.11 | 10.58 | 2.47 | | | | f 5.02 | 5.03 | 7.05 | 5.41 | 10.33 | 12.33 |
| | | | Empire<br>0.48 | 29.19 | | | | | | | | | | | | | | | | |
| | | 8 | D Antioch<br>3.91 | 28.71 | **6.48** | | s 8.25 | | s**10.05** | 10.53 | s 2.43 | | | | s 4.55 | 4.53 | **6.48** | **5.32** | **10.25**<br>**9.55** | 12.22 |
| | | 9 | Neroly<br>4.25 | 24.80 | 6.41 | | 8.19 | | f 9.56 | 10.48 | 2.37 | | | | f 4.48 | 4.40 | 6.19 | 5.10 | 9.30 | 12.03 |
| | | 11 | DN. Brentwood W<br>5.13 | 20.55 | 6.34 | | 8.13 | | s 9.46 | **10.41** | f 2.31 | | | | s **4.41** | 4.24 | 6.00 | **4.55** | 9.05 | AM<br>11.45 |
| | | 10 | D Byron<br>4.85 | 15.42 | 6.26 | | f 8.07 | | s 9.34 | 10.31 | f 2.23 | | | | s **4.31** | 4.05 | 5.39 | **4.31** | 8.27 | 11.22 |
| | | 8 | Herdlyn<br>3.96 | 10.57 | 6.18 | | **8.01** | | f 9.24 | 10.23 | 2.15 | | | | 4.23 | 3.49 | 5.21 | 4.00 | **8.01** | 11.00 |
| | | 14 | D Bethany<br>3.41 | 6.61 | 6.12 | | 7.56 | | s 9.16 | 10.16 | 2.10 | | | | f 4.16 | **3.37** | 5.05 | 3.45 | 7.30 | 10.43 |
| | | | Janney<br>3.20 | 3.20 | 6.07 | | 7.51 | | 9.09 | 10.10 | 2.05 | | | | 4.10 | **3.15** | 4.52 | 3.32 | 7.14 | 10.28 |
| | | | DN. TRACY W<br>(51.08) | 0.00 | 6.02<br>AM LV | | 7.47<br>AM LV | | 9.03<br>AM LV | 10.05<br>AM LV | 2.00<br>PM LV | | | | 4.05<br>PM LV | 2.50<br>AM LV | 4.40<br>AM LV | 3.20<br>PM LV | 7.00<br>AM LV | 10.15<br>PM LV |
| | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Sunday Only | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily |
| | | | Time over District | | 1.25 | 1.08 | 1.16 | 0.10 | 1.51 | 1.27 | 1.24 | 2.45 | 1.10 | 0.10 | 1.40 | 3.30 | 3.40 | 3.35 | 6.15 | 4.05 |
| | | | Average speed per hour | | 36.05 | 23.54 | 40.32 | 20.82 | 27.61 | 35.22 | 36.48 | 9.70 | 22.86 | 20.82 | 30.65 | 14.59 | 13.93 | 14.16 | 8.17 | 12.50 |

☞ **FOOT-NOTES.**—No. 58 is superior to No. 57.

No. 49 will take siding for No. 84 at Cornwall.

☞ **NOTE CAREFULLY.**—Changes in classification of freight trains.

**West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.**

**Trains must get clearance card before leaving Tracy.**

*Trains will stop as follows:*

★ Trains will stop to discharge passengers only.

At Nevada Dock, Trains Nos. 45 and 47 on signal.

At Widbero, all passenger trains on signal.

# WESTERN DIVISION: Tracy and Mendota.

| FROM SAN FRANCISCO. | | | | | Flagging distance expressed in number of poles. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO VIA ANTIOCH. | TIME TABLE No. 99. Dec. 18, 1904. | DISTANCE FROM MENDOTA VIA PORT COSTA. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. | | TOWARD SAN FRANCISCO. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Third Class. | Second Class. | | First Class. | | | | | | | | | | | First Class. | Second Class. | Third Class. |
| 248 ★Way Freight | 252 Freight | 246 Passenger and Freight | 26 The Owl | 36 Visalia Passenger | Danger Point | Caution Point | | | STATIONS. | | | Danger Point | Caution Point | 35 Visalia Passenger | 241 El Paso Freight | 247 ★Way Freight |
| Daily | Daily | Daily | Daily | Daily | | | | | | | | | | Daily | Daily | Daily |
| | | | PM LV<br>5.00 | AM LV<br>8.30 | | | | 0.00 | SAN FRANCISCO<br>83.25 | 175.45 | | | | PM AR<br>4.20 | | |
| AM LV<br>10.00 | AM LV<br>6.15 | AM LV<br>5.20 | PM LV<br>7.40 | AM LV<br>11.35 | 14 | 20 | | 83.25 | DN TRACY W | 92.20 | | 14 | 20 | PM AR<br>¶12.40 | AM AR<br>3.25 | PM AR<br>4.10 |
| | | | | | | | 9 | | 2.58 | | 14 | | | | | |
| 10.10 | 6.25 | 5.30 | 7.46 | 11.39 | | | | 85.83 | Lyoth | 89.62 | | | | 12.35 | 3.12 | 3.55 |
| | | | | | | | | | 3.02 | | | | | | | |
| 10.22 | 6.35 | 5.39 | 7.52 | f11.46 | | | | 88.85 | Yarmouth | 86.60 | | | | f12.30 | 3.00 | 3.43 |
| | | | | | | | 6 | | 4.60 | | 10 | | | | | |
| 10.40 | 6.50 | f 5.52 | 7.59 | s11.52 | | | | 93.45 | Vernalis | 82.00 | | | | s12.23 | 2.42 | 3.25 |
| | | | | | | | 4 | | 2.40 | | 8 | | | | | |
| | | | | f | | | | 95.85 | Cowell (Spur) | 79.60 | | | | f | | |
| | | | | | | | | | 1.35 | | | | | | | |
| 10.54 | 7.03 | 6.03 | 8.06 | 11.58 | | | | 97.20 | Hally | 78.25 | | | | 12.14 | 2.26 | 3.10 |
| | | | | | | | 5 | | 4.05 | | 10 | | | | | |
| 11.10 | 7.17 | f 6.14 | 8.12 | PM<br>s **12.07** | | | | 101.25 | DN Westley W | 74.20 | | | | s **12.07** | 2.11 | 2.55 |
| | | | | | | | 8 | | 7.10 | | 16 | | | | | |
| **11.53** | 7.40 | f 6.37 | 8.24 | f12.21 | | | | 108.35 | Emerald | 67.10 | | | | PM<br>f **11.53** | 1.43 | 2.20 |
| | | | | | | | 7 | | 5.70 | | 14 | | | | | |
| PM<br>**12.32** | 7.59 | f 6.54 | 8.33 | s **12.32** | | | | 114.05 | D Crow's Landing | 61.40 | | | | s11.42 | 1.21 | 1.50 |
| | | | | | | | 7 | | 6.30 | | 15 | | | | | |
| **1.10**<br>1.40 | 8.20 | s 7.15 | s 8.42 | s **12.44** | | | | 120.35 | DN Newman W | 55.10 | | | | s11.29 | 12.55 | **1.10**<br>**12.39** |
| | | | | | | | 4 | | 4.00 | | 9 | | | | | |
| 1.55 | 8.33 | f 7.28 | 8.47 | f12.52 | | | | 124.35 | Gustine | 51.10 | | | | f11.22 | 12.32 | 12.10 |
| | | | | | | | 4 | | 3.40 | | 8 | | | | | |
| 2.06 | 8.45 | f 7.39 | 8.52 | f12.57 | | | | 127.75 | Linora | 47.70 | | | | f11.14 | 12.20 | PM<br>11.55 |
| | | | | | | | 3 | | 2.50 | | 6 | | | | | |
| 2.15 | 8.52 | f 7.48 | 8.57 | s 1.03 | | | | 130.25 | Ingomar | 45.20 | | | | s11.10 | 12.12 | 11.44 |
| | | | | | | | 7 | | 6.40 | | 14 | | | | | |
| 2.45 | 9.15 | f 8.10 | 9.05 | s 1.16 | | | | 136.65 | D Volta | 38.80 | | | | s **10.58** | AM<br>11.50 | **10.58** |
| | | | | | | | 6 | | 4.70 | | 10 | | | | | |
| 3.50 | **9.35** | s 8.30 | s 9.13 | s 1.27 | | | | 141.35 | DN Los Banos W | 34.10 | | | | s10.47 | 11.34 | **9.35** |
| | | | | | | | 9 | | 7.80 | | 18 | | | | | |
| 4.30 | 10.01 | f **9.01** | 9.22 | f 1.42 | | | | 149.15 | Agatha | 26.30 | | | | s10.33 | 11.05 | **9.01** |
| | | | | | | | 6 | | 4.70 | | 12 | | | | | |
| 5.30 | **10.25** | f 9.15 | 9.28 | s 1.50 | | | | 153.85 | D Dos Palos | 21.60 | | | | s **10.25** | 10.46 | 8.30 |
| | | | | | | | 8 | | 6.80 | | 16 | | | | | |
| 5.55 | 10.47 | f 9.35 | 9.42 | f 2.03 | | | | 160.65 | Oxalis | 14.80 | | | | f10.14 | 10.20 | 7.59 |
| | | | | | | | 8 | | 6.40 | | 16 | | | | | |
| 6.20 | 11.08 | f **10.04** | **9.55** | s 2.14 | | | | 167.05 | DN Firebaugh W | 8.40 | | | | s **10.04** | **9.55** | 7.35 |
| | | | | | | | 6 | | 4.56 | | 12 | | | | | |
| 6.37 | 11.22 | f10.18 | 10.03 | 2.22 | | | | 171.61 | Cromir | 3.84 | | | | 9.56 | 9.28 | 7.15 |
| | | | | | | | 5 | | 3.84 | | 10 | | | | | |
| 7.00<br>PM AR | 11.35<br>AM AR | 10.30<br>AM AR | 10.10<br>PM AR | 2.30<br>PM AR | | | | 175.45 | DN MENDOTA W | 0.00 | | | | 9.50<br>AM LV | 9.15<br>PM LV | 7.00<br>AM LV |
| | | | | | | | | | (92.20) | | | | | | | |
| Daily | Daily | Daily | Daily | Daily | | | | | | | | | | Daily | Daily | Daily |
| 9.00 | 5.20 | 5.10 | 2.30 | 2.55 | | | | | Time over District | | | | | 2.50 | 6.10 | 9.10 |
| 10.24 | 17.29 | 17.84 | 36.88 | 31.60 | | | | | Average speed per hour | | | | | 32.54 | 14.95 | 10.06 |

★ Nos. 247 and 248 may carry passengers.

All trains will approach Tracy yard under full control, prepared to stop if found necessary.

Nos. 35 and 36 will stop on signal at house of Los Banos Gun Club west of Agatha to let off and pick up passengers.

**Trains must get clearance card before leaving Tracy or Mendota.**

**West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)**

# WESTERN DIVISION.

## VALLEJO FERRY.

| FROM SAN FRANCISCO. | | | | | | | | | | | | TOWARD SAN FRANCISCO. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 8 | 2 | 46 | | 4 | 84 | 12 | 42 | 20 | | STATIONS. | 13 | 15 | 25 | 41 | 81 | 17 | 47 | 49 | 3 | | 83 | 5 |
| Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | Daily | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | Daily | Daily |
| PM 3.30 | AM 10.00 | AM 10.00 | AM 9.30 | AM | AM 9.00 | AM 8.30 | AM 8.00 | AM 7.30 | AM 7.00 | AM | Lv San Francisco | AM 7.50 | AM 8.50 | AM 8.50 | AM 9.20 | AM 10.20 | AM 10.50 | AM 11.20 | PM 12.20 | PM 12.50 | AM | PM 4.50 | PM 5.20 |
| 4.38 | s11.22 | 11.11 | s10.52 | | 10.18 | 9.34 | 9.18 | s 8.42 | s 8.23 | | Ar Vallejo Junction | 6.16 | 7.25 | 7.33 | s 7.56 | 9.09 | 9.31 | s 9.49 | PM s11.02 | PM 11.37 | | s 3.30 | 3.56 |
| | Daily | | | Daily | | | | Daily | | Daily | | | | | Daily | | | Daily | Daily | | Daily | | |
| | 11.22 | | | 9.49 | | | | 8.50 | | | Lv Vallejo Junction | | | | 7.52 | | | 9.49 | 11.02 | | | | |
| | *11.37 | | | | | | | 9.05 | | 7.00 | South Vallejo | | | | 7.40 | | | | 10.40 | | 11.55 | | |
| PM | 11.45 AM | AM | AM | 10.15 AM | AM | AM | AM | 9.20 AM | AM | 7.15 AM | Ar North Vallejo Wharf | AM | AM | AM | 7.20 AM | AM | AM | 9.20 AM | 10.30 AM | AM | 11.45 AM | PM | PM |

★ Stops South Vallejo Sunday only.

| 16 | 48 | 14 | 6 | 26 | 44 | | 18 | | 1 | 43 | 45 | 7 | 19 | 11 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily | Daily | Daily | Daily | Daily | Daily | | Daily | | Daily | Daily | Daily | Daily | Daily | Daily | | |
| PM 8.05 | PM 7.00 | PM 7.00 | PM 6.00 | PM 5.00 | PM 4.00 | PM | PM 3.30 | San Francisco Ar | PM 6.20 | PM 6.20 | PM 6.50 | PM 7.20 | PM 7.20 | PM 7.50 | PM | PM |
| 9.23 | s 8.30 | 8.14 | ** 7.21 | 6.08 | s 5.11 | | s 4.52 | Vallejo Junction Lv | 4.52 | s 5.10 | s 5.22 | 5.50 | 6.01 | s 6.36 | | |
| | Sunday Only | | Daily Ex. Sun. | | Daily | Daily | | | | Daily | | | | Daily | Daily Ex. Sun. | Sunday Only |
| | 8.30 | | 7.21 | | 5.16 | | | Vallejo Junction Ar | | 5.00 | | | | 6.26 | | |
| | 8.45 | | 7.40 | | 5.30 | 3.55 | | South Vallejo | | 4.40 | | | | * 6.10 | 8.00 | 9.05 |
| PM | 8.55 PM | PM | 7.50 PM | PM | 5.45 PM | 4.05 PM | PM | North Vallejo Wharf Lv | PM | 4.20 PM | PM | PM | PM | 6.00 PM | 7.50 PM | 8.55 PM |

** Daily, Sundays excepted. * Stops, if signalled, for Passengers.

## BENICIA FERRY.

| FROM SAN FRANCISCO. | | | | | | | | | | | TOWARD SAN FRANCISCO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 4 | 12 | 20 | 274 | | 220 | 222 | 202 | STATIONS. | | 221 | 13 | 15 | | 17 | | | 273 |
| | Daily | Daily | Daily | Daily | Daily Ex. Sun. | | Daily | Daily | Daily | | | Daily | Daily | Daily | | Daily | | | Daily Ex. Sun. |
| PM | AM 10.00 | AM 9.00 | AM 8.00 | AM 7.00 | AM | AM | AM | AM | AM | Lv San Francisco | | AM | AM 7.50 | AM 8.50 | AM | AM 10.50 | AM | AM | PM |
| | | | | | 5.35 | | 3.20 | 1.00 | 12.01 | Lv West Oakland | | 5.55 | | | | | | | 3.25 |
| | 11.17 | 10.25 | 9.25 | 8.33 | 7.10 | | 4.50 | 2.35 | 1.30 | Ar Port Costa | | 4.15 | 6.10 | 7.20 | | 9.25 | | | 1.55 |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily Ex. Sun. |
| 3.05 | 11.17 | 10.25 | 9.25 | 8.33 | 7.20 | 6.10 | 4.50 | 2.35 | 1.30 | Lv Port Costa | 2.30 | 4.15 | 6.10 | 7.20 | 8.20 | 9.25 | 10.05 | 11.10 | 1.55 |
| 3.15 PM | 11.42 AM | 10.55 AM | 9.50 AM | 8.58 AM | 8.10 AM | 6.25 AM | 5.40 AM | 3.25 AM | 2.20 AM | Ar Benicia | 2.20 AM | 3.25 AM | 5.50 AM | 6.50 AM | 8.10 AM | 8.58 AM | 9.50 AM | 10.55 AM | 1.05 PM |

| 16 | 14 | | 18 | | | 5 | 1 | 19 | 11 | | 201 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily | Daily | | Daily | | | Daily | Daily | Daily | Daily | | Daily |
| PM 8.05 | PM 7.00 | PM | PM 3.30 | PM | San Francisco Ar | PM 5.20 | PM 6.20 | PM 7.20 | PM 7.50 | PM | AM |
| | | | | | West Oakland Ar | | | | | | 2.00 |
| 9.30 | 8.20 | | 5.02 | | Port Costa Lv | 3.50 | 4.45 | 5.55 | 6.30 | | 12.30 |
| Daily | Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | Daily | Daily |
| 9.30 | 8.20 | 5.55 | 5.02 | 3.55 | Port Costa Ar | 3.50 | 4.45 | 5.55 | 6.30 | 9.00 | 12.30 |
| 10.00 PM | 8.45 PM | 6.05 PM | 5.33 PM | 4.05 PM | Benicia Lv | 3.25 PM | 4.20 PM | 5.33 PM | 6.05 PM | 8.45 PM | AM 11.40 PM |

# WESTERN DIVISION: San Francisco and San Jose.

## FROM SAN FRANCISCO.

TIME TABLE
No. 99.
Dec. 18, 1904.

| Third Class. | | First Class. | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 280 | 278 | 112 | 40 | 110 | 96 | 88 | 38 | 108 | 94 | 106 | 92 | 32 | 82 | 90 | DISTANCE FROM SAN FRANCISCO. | STATIONS. | Minimum running time between stations for passenger trains—minutes. | Flagging distance expressed in number of poles. | |
| San Jose Freight | Way Freight | San Jose Passenger | San Jose Passenger | San Jose Passenger | San Jose Passenger | Livermore Passenger | Stockton Passenger | Niles Passenger | San Jose Passenger | Niles Passenger | San Jose Passenger | Stockton & Sacramento Express | Stockton Passenger | San Jose Passenger and Freight | | | | Danger Point | Caution Point |
| Daily | Daily Ex. Sun. | Sunday Only | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | | | | | |
| | | PM LV<br>9.10 | PM LV<br>6.00 | PM LV<br>5.30 | | PM LV<br>4.30 | PM LV<br>4.00 | PM LV<br>3.30 | | M LV<br>12.00 | | AM LV<br>8.30 | AM LV<br>7.30 | | 0.00 | DN. SAN FRANCISCO | | | |
| | | s 9.35 | s 6.28 | s 5.56 | | s 4.57 | s 4.27 | s 3.55 | | PM<br>s12.25 | | s 9.00 | s 7.57 | | 4.50 | — 4.50 —<br>Double Track.<br>DN. OAKLAND PIER | | | |
| AM LV<br>11.05 | AM LV<br>5.05 | | | | | | | | | | | | | | 5.89 | — 1.39 —<br>DN. West Oakland W | 6 | | |
| Foot-note<br>**11.12** | 5.15 | Foot-note<br>s **9.44** | Foot-note<br>s **6.36** | s 6.06 | | s 5.06 | Foot-note<br>s **4.35** | s 4.04 | | s12.34 | | Foot-note<br>s **9.09** | Foot-note<br>s **8.06** | | 7.60 | — 1.71 —<br>D Oakland (First St.) | | | |
| 11.17 | 5.20 | s 9.47 | † 6.42 | s 6.11 | | † 5.11 | 4.39 | Foot-note<br>**4.08** | | 12.38 | | s 9.15 | 8.10 | | 9.30 | — 1.70 —<br>D East Oakland W | 3 | | |
| | | | | s | | | | | | | | | | | 10.02 | — 0.72 —<br>23rd Ave (Spur) | | | |
| 11.21 | 5.27 | s 9.50 | 6.47 | s 6.18 | | 5.14 | | s 4.11 | | s12.41 | | 9.18 | | | 10.67 | — 0.65 —<br>Fruitvale | 3 | | |
| | | s 9.52 | s 6.48 | s 6.24 | | s 5.15 | | s 4.12 | | s12.43 | | s 9.19 | | | 11.24 | — 0.57 —<br>Sather (Spur) | | | |
| 11.23 | 5.30 | f 9.53 | f **6.53** | s **6.29** | | f 5.16 | 4.42 | f 4.13 | | f12.44 | | 9.20 | 8.14 | | 11.54 | — 0.30 —<br>Melrose | | | |
| | | | | | | | | | | | | | | | 12.62 | — 1.08 —<br>Kohler (Spur) | | 14 | 20 |
| | | f | f | f | | f | | f | | f | | | | | 13.05 | — 0.43 —<br>Fitchburg (Spur) | 4 | | |
| 11.36 | 5.43 | f 9.59 | f 7.01 | f 6.35 | | f 5.23 | 4.46 | f 4.18 | | f12.50 | | 9.25 | 8.18 | | 14.37 | — 1.32 —<br>Elmhurst | | | |
| 11.55 | 5.55 | s10.03 | s 7.04 | s **6.43** | | s 5.27 | 4.49 | s 4.22 | | s12.53 | | s 9.30 | 8.20 | | 15.73 | — 1.36 —<br>D San Leandro | | | |
| PM<br>12.03 | 6.00 | f10.07 | f 7.08 | f 6.46 | | f 5.31 | 4.51 | f 4.26 | | f12.58 | | 9.33 | 8.23 | | 17.48 | — 1.75 —<br>Estudillo | 2 | | |
| 12.15 | **6.14** | s10.09 | s 7.11 | s 6.49 | | s 5.33 | 4.53 | s 4.28 | | s 1.01 | | s 9.36 | 8.24 | | 18.43 | — 0.95 —<br>D Lorenzo | 1 | | |
| 12.40 | 6.38 | s10.15 | s 7.17 | s 6.55 | | s 5.40 | 4.57 | s 4.35 | | s 1.08 | | s 9.43 | 8.28 | | 21.08 | — 2.65 —<br>D Hayward | 3 | | |
| **1.15** | 6.51 | f10.20 | 7.24 | f 7.03 | | f 5.47 | 5.03 | f 4.43 | | f **1.15** | | 9.50 | **8.36** | | 24.98 | — 3.90 —<br>Halvern | 4 | | |
| **1.45**<br>**2.07** | 6.58 | s10.25 | s 7.30 | s 7.08 | | s 5.51 | 5.07 | s 4.48 | | s 1.20 | | s 9.55 | 8.40 | | 27.42 | — 2.44 —<br>D Decoto | 3 | | |
| 2.15 | **7.09**<br>AM AR | s10.30 | s **7.37** | s 7.15 | | s **6.01**<br>PM AR | s 5.12<br>PM AR | 4.55<br>PM AR | | 1.25<br>PM AR | | s**10.00**<br>AM AR | s 8.44<br>AM AR | | 30.20 | — 2.78 —<br>D NILES W | 3 | | |
| **2.30** | | 10.30 | 7.37 | **7.15** | PM LV<br>6.05 | | | | PM LV<br>2.49 | | AM LV<br>10.15 | | | AM LV<br>7.22 | 30.20 | San Jose Branch.<br>D NILES W | | | |
| **2.58** | | s10.37 | s 7.45 | s 7.22 | s 6.13 | | | | s **2.58** | | s10.22 | | | s 7.33 | 33.75 | — 3.55 —<br>Irvington | 4 | | |
| 3.25 | | s10.44 | s 7.53 | s 7.29 | s **6.22** | | | | s 3.05 | | s10.30 | | | s 7.44 | 37.39 | — 3.64 —<br>D Warm Springs | 4 | | |
| 3.47 | | s10.53 | s 8.02 | s 7.38 | s 6.31 | | | | s 3.13 | | s10.38 | | | s **8.02** | 41.72 | — 4.33 —<br>D Milpitas | 5 | 14 | 20 |
| 4.00 | | f10.57 | f 8.07 | 7.42 | f 6.37 | | | | f 3.18 | | 10.43 | | | f 8.14 | 44.34 | — 2.62 —<br>Wayne | 3 | | |
| **4.20**<br>PM AR | | 11.05<br>PM AR | 8.15<br>PM AR | 7.50<br>PM AR | 6.45<br>PM AR | | | | 3.27<br>PM AR | | 10.50<br>AM AR | | | 8.30<br>AM AR | 47.74 | — 3.40 —<br>DN. SAN JOSE W | 6 | | |
| Daily | Daily Ex. Sun. | Sunday Only | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | | (47.74) | | | |
| 5.15 | 2.04 | 1.30 | 1.47 | 1.52 | 0.40 | 1.04 | 0.45 | 1.00 | 0.38 | 1.00 | 0.35 | 1.00 | 0.47 | 1.08 | | Time over District | | | |
| 7.95 | 11.03 | 28.83 | 24.25 | 23.16 | 26.31 | 24.09 | 34.27 | 25.70 | 27.70 | 25.70 | 30.07 | 25.70 | 32.81 | 15.47 | | Average speed per hour | | | |

**FOOT-NOTES.—No. 278 is superior to No. 277.**
**No. 280 is superior to No. 279.**
**No. 106 is superior to No. 105.**
**Nos. 32 and 109, 40 and 37, 108, 38 and 277, 82 and 87, 112 and 279, 280 and 85, may, on their rights, meet on the double track west of East Oakland.**

**West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.**

**Trains must get clearance card before leaving Oakland Pier or West Oakland.**

***Trains will stop as follows:***

† Trains will stop to pick up passengers only.
At Seminary Park, all passenger trains, except Nos. 38, 40 and 82, on signal.
At South San Leandro, all passenger trains, except Nos. 32, 38 and 82, on signal.
At Cherry, all passenger trains, except Nos. 32, 38, 40 and 82, on signal.

# WESTERN DIVISION: San Francisco and San Jose.

## TOWARD SAN FRANCISCO.

TIME TABLE
No. 99.
Dec. 18, 1904.

| Flagging distance expressed in number of poles. Danger Point | Flagging distance expressed in number of poles. Caution Point | Minimum running time between stations for freight trains—minutes. | STATIONS. | DISTANCE FROM SACRAMENTO. | First Class. | | | | | | | | | | | | Second Class. | Third Class. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 39 | 89 | 87 | 109 | 91 | 93 | 105 | 97 | 31 | 95 | 37 | 107 | 85 | 277 | 279 |
| | | | | | San Jose Passenger | San Jose Passenger | Livermore & San Jose Passenger | San Jose Passenger | San Jose Passenger | San Jose Passenger and Freight | Niles Passenger | San Jose Passenger | Stockton & Sacramento Express | San Jose Passenger | Stockton Passenger | Niles Passenger | Livermore & San Jose Passenger | Way Freight | San Jose Freight |
| | | | | | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. | Daily | Sunday Only | Daily | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily |
| 14 | 20 | | DN SAN FRANCISCO | 139.67 | A M AR<br>7.20 | | A M AR<br>8.50 | A M AR<br>9.50 | | | P M AR<br>3.20 | | P M AR<br>4.20 | | P M AR<br>7.20 | P M AR<br>7.50 | A M AR<br>11.50 | | |
| | | | 4.50 | | | | | | | | | | | | | | | | |
| | | | DN.OAKLAND PIER<br>Double Track. | 135.17 | s 6.50 | | s 8.15 | s 9.18 | | | s 2.45 | | s 3.45 | | s- 6.45 | s 7.15 | s11.15 | | |
| | | | 1.39 | | | | | | | | | | | | | | | | |
| | | | DN West Oakland W | 133.78 | | | | | | | | | | | | | | P M AR<br>4.25 | P M AR<br>9.30 |
| | | 5 | 1.71 | | | | | | | | | | | | | | | | |
| | | | D Oakland (First St.) | 132.07 | s 6.42 | | Foot-note<br>s **8.07** | Foot-note<br>s **9.11** | | | s 2.37 | | s 3.37 | | Foot-note<br>s **6.37** | s 7.05 | Foot-note<br>s **11.06** | Foot-note<br>**4.18** | Foot-note<br>**9.21** |
| | | 5 | 1.70 | | | | | | | | | | | | | | | | |
| | | | D East Oakland W | 130.37 | 6.38 | | ★ 8.03 | ★ 9.07 | | | ★ 2.33 | | s 3.32 | | 6.33 | s 6.59 | ★11.00 | Foot-note<br>**4.08** | 9.15 |
| | | 6 | 0.72 | | | | | | | | | | | | | | | | |
| | | | 23d Avenue (Spur) | 129.65 | ★ | | | | | | | | | | | | | | |
| | | | 0.65 | | | | | | | | | | | | | | | | |
| | | | Fruitvale | 129.00 | ★ 6.34 | | 8.00 | 9.04 | | | s 2.30 | | 3.28 | | | ‖ 6.55 | 10.57 | 3.53 | 9.11 |
| | | | 0.57 | | | | | | | | | | | | | | | | |
| | | | Sather (Spur) | 128.43 | s 6.33 | | s 7.58 | ★ 9.03 | | | s 2.29 | | s 3.27 | | | s 6.54 | s10.56 | | |
| | | | 0.30 | | | | | | | | | | | | | | | | |
| | | | Melrose | 128.13 | 6.32 | | f 7.57 | 9.02 | | | f 2.28 | | 3.26 | | **6.29** | f **6.53** | f10.55 | 3.48 | 9.08 |
| | | 9 | 1.08 | | | | | | | | | | | | | | | | |
| | | | Kohler (Spur) | 127.05 | | | | | | | | | | | | | | | |
| | | | 0.43 | | | | | | | | | | | | | | | | |
| | | | Fitchburg (Spur) | 126.62 | f | | f | | | | f | | | | | | f | | |
| | | | 1.32 | | | | | | | | | | | | | | | | |
| | | | Elmhurst | 125.30 | f 6.23 | | f 7.50 | f 8.56 | | | f 2.22 | | 3.21 | | 6.24 | f 6.45 | f10.48 | 3.32 | 9.00 |
| | | | 1.36 | | | | | | | | | | | | | | | | |
| | | | D San Leandro | 123.94 | s 6.21 | | s 7.47 | s 8.54 | | | s 2.19 | | s **3.18** | | 6.22 | s **6.43** | s10.44 | **3.18** | 8.55 |
| | | 4 | 1.75 | | | | | | | | | | | | | | | | |
| | | | Estudillo | 122.19 | f 6.16 | | f 7.42 | f 8.50 | | | f 2.14 | | 3.14 | | 6.19 | f 6.36 | f10.39 | 2.55 | 8.45 |
| | | 2 | 0.95 | | | | | | | | | | | | | | | | |
| | | | D Lorenzo | 121.24 | s **6.14** | | s 7.40 | s 8.48 | | | s 2.12 | | s 3.12 | | 6.18 | s 6.35 | s10.37 | 2.50 | 8.40 |
| | | 6 | 2.65 | | | | | | | | | | | | | | | | |
| | | | D Hayward | 118.59 | s 6.08 | | s 7.34 | s 8.43 | | | s 2.06 | | s 3.06 | | 6.14 | s 6.29 | s10.30 | 2.37 | 8.25 |
| | | 9 | 3.90 | | | | | | | | | | | | | | | | |
| | | | Halvern | 114.69 | f 6.00 | | f 7.26 | f **8.36** | | | 2.00 | | 2.58 | | 6.09 | 6.22 | f10.21 | 2.17 | 8.00 |
| | | 5 | 2.44 | | | | | | | | | | | | | | | | |
| | | | D Decoto | 112.25 | s 5.55 | | s 7.21 | s 8.29 | | | s **1.55** | | s 2.53 | | 6.05 | s 6.16 | s10.16 | **2.07** | 7.49 |
| | | 6 | 2.78 | | | | | | | | | | | | | | | | |
| | | | D NILES W | 109.47 | 5.49 | | **7.14**<br>A M LV | 8.24 | | | **1.50**<br>P M LV | | 2.47<br>P M LV | | **6.01**<br>P M LV | 6.11<br>P M LV | **10.10**<br>A M LV | **1.50**<br>P M LV | **7.37** |
| 14 | 20 | | D NILES W<br>San Jose Branch. | 109.47 | s 5.49 | A M AR<br>7.00 | | s 8.23 | A M AR<br>10.00 | P M AR<br>1.35 | | P M AR<br>**2.30** | | P M AR<br>5.07 | | | | | **7.00** |
| | | 11 | 3.55 | | | | | | | | | | | | | | | | |
| | | | Irvington | 113.02 | s 5.42 | s 6.49 | | s 8.17 | s 9.50 | s 1.20 | | s 2.21 | | s 4.58 | | | | | 6.43 |
| | | 11 | 3.64 | | | | | | | | | | | | | | | | |
| | | | D Warm Springs | 116.66 | s 5.35 | s 6.38 | | s 8.09 | s 9.43 | s 1.07 | | s 2.13 | | s 4.51 | | | | | **6.22** |
| | | 13 | 4.33 | | | | | | | | | | | | | | | | |
| | | | D Milpitas | 120.99 | s 5.27 | s 6.28 | | s **8.02** | s 9.36 | s12.53 | | s 2.03 | | s 4.42 | | | | | 5.55 |
| | | 7 | 2.62 | | | | | | | | | | | | | | | | |
| | | | Wayne | 123.61 | f 5.22 | f 6.22 | | 7.56 | f 9.31 | f12.42 | | f 1.57 | | f 4.37 | | | | | 5.42 |
| | | 12 | 3.40 | | | | | | | | | | | | | | | | |
| | | | DN.SAN JOSE W | 127.01 | 5.15<br>A M LV | 6.15<br>A M LV | | 7.50<br>A M LV | 9.25<br>A M LV | 12.35<br>P M LV | | 1.50<br>P M LV | | **4.30**<br>P M LV | | | | | 5.30<br>P M LV |
| | | | (47.74) | | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. | Daily | Sunday Only | Daily | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily |
| | | | Time over District. | | 1.35 | 0.45 | 1.01 | 1.28 | 0.35 | 1.00 | 0.55 | 0.40 | 0.58 | 0.37 | 0.44 | 1.04 | 1.05 | 2.35 | 4.00 |
| | | | Average speed per hour. | | 27.31 | 23.39 | 25.18 | 29.48 | 30.07 | 17.54 | 27.99 | 26.31 | 26.58 | 28.43 | 34.90 | 24.09 | 23.72 | 9.41 | 10.46 |

**☞ FOOT-NOTES.**—No. 278 is superior to No. 277.
No. 280 is superior to No. 279.
No. 106 is superior to No. 105.
Nos. 109 and 32, 40 and 37, 108, 38 and 277, 82 and 87, 112 and 279, 280 and 85, may, on their rights, meet on the double track west of East Oakland.

***Trains will stop as follows:***

★ Trains will stop to discharge passengers only.
‖ Stops daily for railroad mail.
At Seminary Park, all passenger trains, except Nos. 31, 37 and 109 on signal.
At South San Leandro, all passenger trains, except Nos. 31, 37 and 109 on signal.
At Cherry, all passenger trains except Nos. 31 and 37, on signal.

**West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.**

**Trains must get clearance card before leaving San Jose.**

# WESTERN DIVISION: Niles and Stockton.

## FROM SAN FRANCISCO.

TIME TABLE
No. 99.
Dec. 18, 1904.

| Third Class. | | | Second Class. | | First Class. | | | | | | | | | | | | DISTANCE FROM SAN FRANCISCO. | STATIONS. | Minimum running time between stations for passenger trains—minutes. | Flagging distance expressed in number of poles. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 278 | 286 | 300 | 284 | 282 | 6 | 88 | 50 | 38 | 124 | 8 | 126 | 32 | 130 | 84 | 82 | 122 | | | | Danger Point | Caution Point |
| Way Freight | Way Freight | Fresno Freight | Steamer Freight Limited | Freight | C. P. Atlantic Express | Livermore Passenger | Fresno and Stockton Passenger | Stockton Passenger | Sacramento Passenger | Los Angeles Passenger | Stockton Passenger | Stockton & Sacramento Express | Stockton Passenger | Bakersfield Passenger | Stockton and Visalia Passenger | Sacramento Passenger | | | | | |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Wed. and Sat. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | |
| | | | | | PM LV 6.00 | PM LV 4.30 | PM LV 3.30 | PM LV 4.00 | | AM LV 10.00 | | AM LV 8.30 | AM LV 8.30 | AM LV 8.30 | AM LV 7.30 | | 0.00 | DN. SAN FRANCISCO | | | |
| AM LV 7.45 | | | | | | PM LV 6.03 | | PM LV 5.15 | | | | AM LV **10.10** | | | AM LV 8.46 | | 30.20 | D NILES W<br>2.48 | 4 | 14 | 20 |
| 7.55 | | | | | | f 6.10 | | 5.19 | | | | f10.17 | | | 8.50 | | 32.68 | Farwell<br>3.92 | 7 | | |
| 8.15 | | | | | | s 6.20 | | 5.27 | | | | s10.28 | | | 8.57 | | 36.60 | D Sunol<br>5.20 | 8 | | |
| **9.07** | | | | | | s 6.32 | | Foot-note s **5.37** | | | | s10.42 | | | s **9.07** | | 41.80 | D Pleasanton<br>1.51 | 3 | | |
| | | | | | | f | | | | | | | | | | | 43.31 | Remillard<br>0.69 | | | |
| 9.35 | | | | | | 6.36 | | 5.41 | | | | 10.47 | | | 9.10 | | 44.00 | Eliot<br>3.88 | 4 | | |
| 10.15 AM AR | | | | PM LV 4.15 | | 6.45 PM AR | | s 5.47 | | | | s11.00 | | | s 9.17 | | 47.88 | D Livermore W<br>3.59 | 5 | | |
| | | | | 4.35 | | | | 5.53 | | | | 11.09 | | | 9.23 | | 51.47 | Ulmar<br>4.50 | 7 | | |
| | | | | **5.06** | | | | 6.01 | | | | s11.18 | | | 9.30 | | 55.97 | Altamont<br>4.50 | 10 | | |
| | | | | 5.22 | | | | 6.11 | | | | 11.28 | | | 9.40 | | 60.47 | Cayley<br>3.46 | 7 | | |
| | | | | 5.36 | | | | 6.19 | | | | s11.36 | | | 9.47 | | 63.93 | Midway<br>5.66 | 8 | | |
| | | | | 5.57 | | | | 6.27 | | | | 11.49 | | | 9.56 | | 69.59 | Ellis<br>2.14 | 3 | | |
| | | | | 6.05 PM AR | | | | s 6.30 | | | | ¶11.54 | | | s10.00 | | 71.73 | DN. TRACY W | | | |
| | AM LV 6.40 | AM LV **5.55** | | | PM LV 9.00 | | PM LV 6.47 | **6.35** | PM LV 3.08 | PM LV 1.25 | PM LV 1.03 | PM 12.15 | | AM LV 11.33 | **10.05** | AM LV 8.00 | 71.73 | DN. TRACY W<br>3.09 | 4 | 14 | 20 |
| | 7.00 | 6.05 | | | 9.07 | | ⋆ 6.52 | 6.40 | s 3.14 | f **1.38** | ⋆ 1.08 | 12.21 | | 11.39 | 10.10 | s 8.06 | 74.82 | Banta<br>3.70 | 4 | | |
| | **7.34** | 6.18 | | | 9.13 | | 6.58 | 6.44 | 3.22 | 1.44 | 1.14 | **12.32** | | 11.44 | 10.15 | 8.11 | 78.52 | Minard<br>4.30 | 6 | | |
| | 7.50 | 6.35 AM AR | | | s 9.21 | | s **7.10** PM AR | s 6.51 | s 3.30 | s **1.53** PM AR | s **1.25** | s12.42 | | s11.53 AM AR | s10.22 | s **8.22** | 82.82 | DN. LATHROP W | | | |
| | 7.50 | | PM LV 11.30 | | 9.21 | | | 6.52 | 3.45 | | 1.25 | 12.42 | AM LV 11.57 | | 10.22 | **8.31** | 82.82 | DN. LATHROP W<br>4.21 | 5 | 14 | 20 |
| | **8.23** | | AM **12.02** | | 9.31 | | | Foot-note f **7.01** | s **3.59** | | f **1.35** | f12.50 | PM f**12.14** | | 10.30 | f 8.40 | 87.03 | French Camp<br>4.67 | 7 | | |
| | **8.43** AM AR | | 12.20 AM AR | | s 9.41 PM AR | | | s 7.10 PM AR | s 4.10 PM AR | | 1.45 PM AR | s **1.00** PM AR | 12.25 PM AR | | 10.40 AM AR | s **8.53** AM AR | 91.70 | DN. STOCKTON W | | | |
| | | | | | | | | | | | | | | | | | | (61.50) | | | |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Wed. and Sat. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | |
| 2.30 | 2.03 | 0.40 | 0.50 | 1.50 | 0.41 | 0.42 | 0.23 | 1.55 | 1.02 | 0.28 | 0.43 | 2.50 | 0.28 | 0.20 | 1.54 | 0.53 | | Time over District | | | |
| 7.07 | 9.57 | 16.62 | 10.65 | 13.00 | 29. 22 | 25.26 | 28.93 | 32.08 | 19.32 | 23.76 | 27.86 | 24.83 | 19.03 | 33.27 | 32.37 | 22.60 | | Average speed per hour | | | |

☞ **FOOT-NOTES.**—No. 278 is superior to No. 277.
No. 37 will take siding at Pleasanton for No. 38.
No. 121 will take siding at French Camp for No. 38.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving Tracy or Lathrop.

***Trains will stop as follows:***

⋆ Trains will stop to discharge passengers only.
At Brightside, No. 88 on signal.
At Bonita, Nos. 32 and 88 on signal.
At Verona, Nos. 32 and 88 on signal.
At San Joaquin Bridge, Nos. 50, 122 and 124 on signal.
At Merienda, No. 88 on signal.
At Mayborg, No. 88 on signal.

# WESTERN DIVISION: Niles and Stockton.

## TOWARD SAN FRANCISCO.

| Flagging distance expressed in number of poles. Danger Point | Flagging distance expressed in number of poles. Caution Point | Minimum running time between stations for freight trains—minutes. | TIME TABLE No. 99. Dec. 18, 1904. STATIONS. | DISTANCE FROM SACRAMENTO. | First Class. | | | | | | | | | | | | Second Class. | | | | | | Third Class. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 25 | 87 | 81 | 49 | 125 | 3 | 129 | 31 | 83 | 7 | 37 | 121 | 85 | 283 | 217 | 281 | 287 | 219 | 277 | 285 | 299 |
| | | | | | The Owl | Livermore & San Jose Passenger | Stockton Passenger | Fresno & Stockton Passenger | Stockton Passenger | C. P. Pacific Express | Stockton Passenger | Stockton & Sacramento Express | Bakersfield Passenger | Los Angeles Passenger | Stockton Passenger | Sacramento Passenger | Livermore & San Jose Passenger | Sunset Freight Limited | Ogden Freight | Freight | Sacramento Freight | Ogden Freight | Way Freight | Way Freight | Fresno Freight |
| | | | | | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Sunday Only | Daily | Daily | Wed. and Sat. | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. |
| | | | DN. SAN FRANCISCO | 139.67 | AM AR<br>8.50 | AM AR<br>8.50 | AM AR<br>10.20 | PM AR<br>12.20 | PM AR<br>12.20 | PM AR<br>12.50 | | PM AR<br>4.20 | PM AR<br>4.50 | PM AR<br>7.20 | PM AR<br>7.20 | | AM AR<br>11.50 | | | | | | | | |
| 14 | 20 | 7 | D NILES W<br>2.48 | 109.47 | | AM AR<br>s 7.07 | | | | | | PM AR<br>s 2.40 | | | PM AR<br>s 5.57 | | AM AR<br>s **10.10** | | | | | | PM AR<br>1.10 | | |
| | | 12 | Farwell<br>3.92 | 106.99 | | f 7.01 | | | | | | ** 2.34 | | | ** 5.53 | | f 9.56 | | | | | | 1.00 | | |
| | | 12 | D Sunol<br>5.20 | 103.07 | | s 6.52 | | | | | | s 2.25 | | | s 5.46 | | s 9.49 | | | | | | 12.43 | | |
| | | 3 | D Pleasanton<br>1.51 | 97.87 | | s 6.41 | | | | | | s 2.15 | | | Foot-note<br>s **5.37** | | s 9.39 | | | | | | 12.15 | | |
| | | 10 | Remillard<br>0.69 | 96.36 | | f | | | | | | f | | | | | f | | | | | | | | |
| | | | Eliot<br>3.88 | 95.67 | | 6.37 | | | | | | 2.11 | | | 5.30 | | 9.35 | | | | | | PM<br>11.50 | | |
| | | 9 | D Livermore W<br>3.59 | 91.79 | | 6.30<br>AM LV | | | | | | s 2.05 | | | s 5.21 | | 9.30<br>AM LV | | | PM AR<br>3.45 | | | 11.35<br>AM LV | | |
| | | 14 | Ulmar<br>4.50 | 88.20 | | | | | | | | 1.55 | | | 5.13 | | | | | 3.33 | | | | | |
| | | 15 | Altamont<br>4.50 | 83.70 | | | | | | | | s 1.45 | | | f **5.06** | | | | | 3.14 | | | | | |
| | | 12 | Cayley<br>3.46 | 79.20 | | | | | | | | 1.33 | | | 4.56 | | | | | 2.56 | | | | | |
| | | 18 | Midway<br>5.66 | 75.74 | | | | | | | | f 1.25 | | | f 4.48 | | | | | 2.40 | | | | | |
| | | 6 | Ellis<br>2.14 | 70.08 | | | | | | | | 1.14 | | | 4.37 | | | | | 2.15 | | | | | |
| | | | DN. TRACY W | 67.94 | | | | | | | | 1.10 | | | 4.33 | | | | | 2.05<br>PM LV | | | | | |
| 14 | 20 | 6 | DN. TRACY W<br>3.09 | 67.94 | AM AR<br>s **5.55** | | AM AR<br>s 7.47 | AM AR<br>¶ 8.43 | AM AR<br>8.53 | AM AR<br>s **10.00** | | ¶12.45 | PM AR<br>¶ 1.44 | PM AR<br>s 4.03 | s 4.27 | PM AR<br>7.30 | | | PM AR<br>2.40 | | AM AR<br>1.10 | AM AR<br>2.00 | | PM AR<br>**6.30** | PM AR<br>6.00 |
| | | 8 | Banta<br>3.70 | 64.85 | 5.48 | | 7.40 | 8.35 | f 8.45 | 9.53 | | s12.39 | **1.38** | 3.56 | f 4.20 | ★ 7.23 | | | 2.25 | | 12.53 | 1.45 | | 6.10 | 5.48 |
| | | 10 | Minard<br>4.30 | 61.15 | 5.42 | | **7.34** | 8.29 | 8.39 | 9.47 | | **12.32** | 1.32 | 3.50 | 4.14 | 7.17 | | | 2.10 | | 12.37 | 1.32 | | 5.50 | 5.36 |
| | | | DN. LATHROP W | 56.85 | 5.34<br>AM LV | | 7.27 | **8.22**<br>AM LV | 8.32 | 9.40 | | 12.24 | **1.25**<br>PM LV | 3.43<br>PM LV | 4.07 | **7.10** | | | **1.53** | | 12.20 | 1.17 | | 5.35 | 5.20<br>PM LV |
| 14 | 20 | 10 | DN. LATHROP W<br>4.21 | 56.85 | | | s 7.27 | | s **8.31** | s **9.40** | AM AR<br>11.51 | s12.24 | | | s 4.07 | s 7.09 | | AM AR<br>**9.30** | 1.53 | | 12.20 | 1.17 | | 5.30 | |
| | | 12 | French Camp<br>4.67 | 52.64 | | | 7.19 | | f **8.23** | 9.30 | f11.41 | f **12.14** | | | f **3.59** | Foot-note<br>f **7.01** | | 9.17 | **1.35** | | **12.02**<br>AM | 1.04 | | 5.15 | |
| | | | DN. STOCKTON W<br>(61.50) | 47.97 | | | 7.10<br>AM LV | | 8.13<br>AM LV | **9.21**<br>AM LV | 11.31<br>AM LV | 12.04<br>PM LV | | | 3.50<br>PM LV | 6.47<br>PM LV | | **9.02**<br>AM LV | **1.00**<br>PM LV | | 11.15<br>PM LV | 12.45<br>AM LV | | 5.00<br>PM LV | |
| | | | | | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Sunday Only | Daily | Daily | Wed. and Sat. | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. |
| | | | Time over District | | 0.21 | 0.37 | 0.37 | 0.21 | 0.40 | 0.39 | 0.20 | 2.36 | 0.19 | 0.20 | 2.07 | 0.43 | 0.40 | 0.28 | 1.40 | 1.40 | 1.55 | 1.15 | 1.35 | 1.30 | 0.40 |
| | | | Average speed per hour | | 32.16 | 28.67 | 32.38 | 32.16 | 29.96 | 30.72 | 26.64 | 27.40 | 35.02 | 33.27 | 29.05 | 27.86 | 26.52 | 19.35 | 11.98 | 14.31 | 10.42 | 15.97 | 11.16 | 13.31 | 16.62 |

☞ **FOOT-NOTES.—No. 278 is superior to No. 277.**
**No. 37 will take siding at Pleasanton for No. 38.**
**No. 121 will take siding at French Camp for No. 38.**

**West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.**

**Trains must get clearance card before leaving Tracy or Lathrop.**

***Trains will stop as follows:***

★ Trains will stop to discharge passengers only.
★★ Nos. 31 and 37 will stop on signal daily except Sunday.
At Merienda, No. 87 on signal.
At Mayborg, No. 87 on signal.
At Brightside, No. 87 on signal.
At Verona, Nos. 31, 37, 85 and 87 on signal.
At Bonita, Nos. 31 and 87 on signal.
At San Joaquin Bridge, Nos. 125 and 37 on signal.

# WESTERN DIVISION: Stockton and Sacramento.

## FROM SAN FRANCISCO.

TIME TABLE
No. 99.
Dec. 18, 1904.

| Third Class. | Second Class. | | | | First Class. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 286 | 292 | 174 | 312 | 284 | 6 | 124 | 32 | 122 | 134 | Distance from San Francisco. | STATIONS. | Minimum running time between stations for passenger trains—minutes. | Flagging distance expressed in number of poles. Danger Point | Caution Point |
| Way Freight | Placerville Passenger and Freight | Valley Spgs. Passenger | Valley Spgs. Passenger & Freight. | Steamer Freight Limited | C. P. Atlantic Express | Sacramento Passenger | Stockton & Sacramento Express | Sacramento Passenger | Fair Oaks & Placerville Passenger | | | | | |
| Daily Ex. Sun. | Daily Ex. Sun. | Sunday Only | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | | | | | |
| | | | | | PM LV 6.00 | | AM LV 8.30 | | | 0.00 | DN.SAN FRANCISCO | | | |
| AM LV **9.21** | | AM LV 8.00 | AM LV 6.20 | AM LV 12.20 | PM LV 9.42 | PM LV s **4.10** | PM LV **1.05** | AM LV s 8.53 | | 91.70 | DN.STOCKTON W<br>1.62 | 3 | 14 | 20 |
| | | | | | | | | | | 93.32 | Armbrust (Spur)<br>0.34 | | | |
| 9.50 | | f 8.04 | f 6.25 | **12.38** | 9.46 | 4.13 | f 1.09 | f **8.57** | | 93.66 | El Pinal<br>0.75 | 4 | | |
| | | | | | | | | | | 94.41 | Rand (Spur)<br>3.18 | | | |
| 10.10 | | 8.12 | 6.34 | 12.49 | 9.53 | f 4.23 | 1.17 | f **9.10** | | 97.59 | Castle<br>3.49 | 4 | | |
| 10.35 | | **8.22** | 6.42 | 1.00 | 9.59 | 4.30 | 1.25 | 9.16 | | 101.08 | Armstrong<br>3.21 | 4 | | |
| **11.28** | | 8.28<br>AM AR | 6.50<br>AM AR | 1.10 | s **10.07** | s **4.37** | s 1.32 | s 9.23 | | 104.29 | DN.LODI<br>1.80 | 2 | | |
| | | | | | | | | | | 106.09 | Urgon (Spur)<br>1.12 | 2 | | |
| **11.50** | | | | 1.22 | 10.12 | s 4.43 | s **1.38** | s 9.28 | | 107.21 | D Acampo<br>3.29 | 4 | | |
| PM **1.05** | | | | 1.35 | 10.17 | f 4.50 | f 1.45 | 9.34 | | 110.50 | Forest Lake<br>2.40 | 3 | | |
| **1.53** | | | | 1.45 | s 10.22 | s 4.56 | s **1.53** | s 9.38 | | 112.60 | DN.GALT W<br>3.82 | 5 | | |
| 2.13 | | | | 1.58 | 10.28 | 5.03 | 1.58 | 9.46 | | 116.42 | Need<br>1.99 | 2 | | |
| 2.23 | | | | 2.05 | 10.31 | f 5.07 | f 2.02 | f 9.49 | | 118.41 | Arno<br>1.89 | 2 | | |
| 2.35 | | | | 2.12 | 10.35 | f 5.12 | f 2.07 | f 9.53 | | 120.30 | McConnell<br>3.54 | 4 | | |
| 2.55 | | | | 2.25 | **10.41** | s 5.20 | s 2.13 | s **9.59** | | 123.84 | D Elk Grove<br>2.78 | 3 | | |
| 3.05 | | | | 2.35 | 10.46 | 5.26 | 2.18 | 10.05 | | 126.62 | Graham<br>3.36 | 5 | | |
| 3.20 | | | | 2.47 | 10.52 | s **5.37** | s 2.25 | s **10.12** | | 129.98 | D Florin W<br>4.05 | 5 | | |
| 3.40 | | | | 3.03 | s 11.00 | s 5.45 | s 2.35 | s **10.25** | | 134.03 | DN.BRIGHTON | | | |
| **3.40** | | | | 3.03 | | 5.45 | 2.35 | **10.25** | AM LV **9.20** | 134.03 | DN.BRIGHTON<br>3.09 | Foot-note<br>6 | 14 | 20 |
| 3.55<br>PM AR | | | | 3.20<br>AM AR | | 5.52<br>PM AR | 2.42<br>PM AR | 10.32<br>AM AR | 9.27 | 137.12 | ⋆ ELVAS<br>3.30 | | | |
| 4.05<br>PM AR | | | | 3.30<br>AM AR | | 6.00<br>PM AR | 2.50<br>PM AR | 10.40<br>AM AR | 9.35<br>AM AR | 140.42 | DN.SACRAMENTO | | | |
| | PM LV 5.30 | | | | 11.00 | | | | | 134.03 | DN.BRIGHTON<br>2.60 | 4 | 14 | 20 |
| | | | | | | | | | | 136.63 | Homestead (Spur)<br>3.04 | 6 | | |
| | 5.50<br>PM AR | | | | 11.15<br>PM AR | | | | | 139.67 | DN.SACRAMENTO | | | |
| Daily Ex. Sun. | Daily Ex. Sun. | Sunday Only | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | | (47.97) | | | |
| 6.44 | 0.20 | 0.28 | 0.30 | 3.10 | 1.33 | 1.50 | 1.45 | 1.47 | 0.15 | | Time over District | | | |
| 7.12 | 19.17 | 26.98 | 25.18 | 15.16 | 30.95 | 26.16 | 27.41 | 26.89 | 25.56 | | Average speed per hour | | | |

☞ **NOTE CAREFULLY—Special Rule, page 23, governing movement of trains running via Elvas.**

⋆ **Elvas Siding,** located toward Brighton, 800 feet from Tower at junction of Sacramento Division.

**Trains from Brighton must not pass** clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.

**West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 23, Stockton and Sacramento.**

# WESTERN DIVISION: Stockton and Sacramento.

## TOWARD SAN FRANCISCO.

**TIME TABLE**
**No. 99.**
**Dec. 18, 1904.**

| Flagging distance [illegible]ssed in number of poles.<br>Danger Point | Caution Point | Minimum running time between stations for freight trains—minutes. | STATIONS. | DISTANCE FROM SACRAMENTO. | First Class.<br>3 | 31 | 133 | 121 | Second Class.<br>283 | 291 | 217 | 173 | 311 | 287 | 219 | Third Class.<br>285 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | C. P. Pacific Express | Stockton & Sacramento Express | Placerville & Fair Oaks Passenger | Sacramento Passenger | Sunset Freight Limited | Placerville & Fair Oaks Passenger and Freight | Ogden Freight | Valley Spgs. Passenger | Valley Spgs. Passenger & Freight. | Sacramento Freight | Ogden Freight | Way Freight |
| | | | | | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Sunday Only | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. |
| | | | **DN.SAN FRANCISCO** | 139.67 | PM AR 12.50 | PM AR 4.20 | | | | | | | | | | |
| 14 | 20 | | **DN.STOCKTON** W | 47.97 | AM AR s **9.21** | AM AR s11.55 | | PM AR s 6.45 | AM AR **9.02** | | PM AR **1.00** | PM AR s 5.00 | PM AR s 6.00 | PM AR 11.15 | AM AR 12.45 | PM AR **4.05** |
| | | 4 | 1.62 | | | | | | | | | | | | | |
| | | | **Armbrust** (Spur) | 46.35 | | | | | | | | | | | | |
| | | | 0.34 | | | | | | | | | | | | | |
| | | | **El Pinal** | 46.01 | 9.15 | f11.50 | | f 6.40 | **8.57** | | 12.50 | f 4.55 | f 5.52 | 10.55 | **12.38** | 3.55 |
| | | 9 | 0.75 | | | | | | | | | | | | | |
| | | | **Rand** (Spur) | 45.26 | | | | | | | | | | | | |
| | | | 3.18 | | | | | | | | | | | | | |
| | | | **Castle** | 42.08 | **9.10** | 11.41 | | f 6.33 | 8.33 | | 12.32 | 4.49 | 5.42 | 10.37 | 12.15 | 3.37 |
| | | 9 | 3.49 | | | | | | | | | | | | | |
| | | | **Armstrong** | 38.59 | 9.03 | 11.34 | | 6.28 | **8.22** | | 12.17 | 4.43 | 5.32 | 10.22 | 12.02 | 3.20 |
| | | 7 | 3.21 | | | | | | | | | | | | | |
| | | | **DN.LODI** | 35.38 | s 8.58 | s**11.28** | | s 6.23 | 8.10 | | 12.03 PM | **4.37** PM LV | 5.25 PM LV | **10.07** | AM 11.51 | 3.05 |
| | | 4 | 1.80 | | | | | | | | | | | | | |
| | | | **Urgon** (Spur) | 33.58 | | | | | | | | | | | | |
| | | 3 | 1.12 | | | | | | | | | | | | | |
| | | | **D Acampo** | 32.46 | 8.52 | s11.22 | | s 6.17 | 8.00 | | **11.50** | | | 9.45 | 11.41 | **1.38** |
| | | 8 | 3.29 | | | | | | | | | | | | | |
| | | | **Forest Lake** | 29.17 | 8.46 | f11.15 | | 6.12 | 7.50 | | 11.28 | | | 9.32 | 11.28 | **1.05** |
| | | 5 | 2.10 | | | | | | | | | | | | | |
| | | | **DN.GALT** W | 27.07 | s 8.42 | s**11.10** | | s 6.08 | 7.43 | | **11.10** | | | 9.25 | 11.21 | 12.40 PM |
| | | 10 | 3.82 | | | | | | | | | | | | | |
| | | | **Need** | 23.25 | 8.35 | 10.58 | | 5.59 | 7.28 | | 10.35 | | | 9.10 | 11.08 | 11.40 |
| | | 4 | 1.99 | | | | | | | | | | | | | |
| | | | **Arno** | 21.26 | 8.32 | f10.54 | | f 5.55 | 7.22 | | 10.24 | | | 9.03 | 11.01 | 11.29 |
| | | 4 | 1.89 | | | | | | | | | | | | | |
| | | | **McConnell** | 19.37 | 8.29 | f10.51 | | f 5.52 | 7.15 | | 10.17 | | | 8.57 | 10.54 | 11.20 |
| | | 8 | 3.54 | | | | | | | | | | | | | |
| | | | **D Elk Grove** | 15.83 | 8.24 | s10.45 | | s 5.47 | 7.04 | | **9.59** | | | 8.45 | **10.41** | 11.01 |
| | | 6 | 2.78 | | | | | | | | | | | | | |
| | | | **Graham** | 13.05 | 8.21 | **10.39** | | 5.43 | 6.55 | | 9.30 | | | 8.36 | 10.20 | **10.39** |
| | | 9 | 3.36 | | | | | | | | | | | | | |
| | | | **D Florin** W | 9.69 | 8.17 | s10.34 | | s **5.37** | 6.45 | | 9.14 | | | 8.24 | 10.07 | **10.12** |
| | | 10 | 4.05 | | | | | | | | | | | | | |
| | | | **DN.BRIGHTON** | 5.64 | 8.10 | **10.25** | | 5.30 | 6.33 | | 8.55 | | | 8.12 | 9.52 | 9.20 |
| 14 | 20 | 9 | **DN.BRIGHTON** (Foot-note) | 6.39 | | s**10.25** | PM AR **3.40** | s 5.30 | 6.33 | | 8.55 | | | 8.12 | 9.52 | **9.20** |
| | | | 3.09 | | | | | | | | | | | | | |
| | | | ⋆ **ELVAS** | 3.30 | | 10.17 AM LV | 3.32 PM LV | 5.22 PM LV | 6.17 AM LV | | 8.40 AM LV | | | 8.00 PM LV | 9.40 PM LV | 9.00 AM LV |
| | | | 3.30 | | | | | | | | | | | | | |
| | | | **DN.SACRAMENTO** | 00.0 | | 10.10 AM LV | 3.25 PM LV | 5.15 PM LV | 6.05 AM LV | | 8.30 AM LV | | | 7.50 PM LV | 9.30 PM LV | 8.50 AM LV |
| 14 | 20 | | **DN.BRIGHTON** | 5.64 | s 8.10 | | | | | AM AR 7.23 | | | | | | |
| | | 8 | 2.60 | | | | | | | | | | | | | |
| | | | **Homestead** (Spur) | 3.04 | | | | | | f | | | | | | |
| | | 12 | 3.04 | | | | | | | | | | | | | |
| | | | **DN.SACRAMENTO** | 0.00 | 7.55 AM LV | | | | | 7.00 AM LV | | | | | | |
| | | | (47.97) | | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Sunday Only | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. |
| | | | Time over District. | | 1.26 | 1.45 | 0.15 | 1.30 | 2.57 | 0 23 | 4.30 | 0.23 | 0.35 | 3.25 | 3.15 | 7.15 |
| | | | Average speed per hour. | | 33.46 | 27.41 | 25.56 | 31.98 | 16.26 | 14.70 | 10.66 | 32.58 | 21.55 | 14.04 | 14.76 | 6.60 |

☞ **NOTE CAREFULLY—Special Rule, page 23, governing movement of trains running via Elvas.**

⋆**Elvas Siding,** located toward Brighton, 800 feet from Tower at junction of Sacramento Division.

**Trains from Brighton must not pass** clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.

**West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 23, Stockton and Sacramento.**

**Trains must get clearance card before leaving Sacramento.**

# WESTERN DIVISION: Lathrop and Fresno.

| FROM SAN FRANCISCO. | | | | | | | | | | | | | | | TOWARD SAN FRANCISCO. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Third Class. | Second Class. | | First Class. | | | Flagging distance expressed in number of poles. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO VIA ANTIOCH. | TIME TABLE No. 99. Dec. 18, 1904. | DISTANCE FROM FRESNO. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. | | First Class. | | | | Second Class. | | Third Class. |
| 300 | 146 | 254 | 50 | 8 | 84 | Danger Point | Caution Point | | | STATIONS. | | | Danger Point | Caution Point | 25 | 49 | 83 | 7 | 253 | 145 | 299 |
| ★ Fresno Freight | Madera Passenger | Sunset Freight Limited | Fresno and Stockton Passenger | Los Angeles Passenger | Bakersfield Passenger | | | | | | | | | | The Owl | Fresno & Stockton Passenger | Bakersfield Passenger | Los Angeles Passenger | Sunset Freight Limited | Madera Passenger | ★ Fresno Freight |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. |
| | | | PM LV 3.30 | AM LV 10.00 | AM LV 8.30 | | | | 0.00 | SAN FRANCISCO | 206.65 | | | | AM AR 8.50 | PM AR 12.20 | PM AR 4.50 | PM AR 7.20 | | | |
| AM LV 6.50 | | AM LV 9.50 | PM LV 7.15 | PM LV 1.56 | AM LV 11.57 | | | | 94.34 | DN LATHROP W | 112.31 | | | | AM AR s 5.34 | AM AR s 8.20 | PM AR s 1.21 | PM AR s 3.33 | PM AR 11.20 | | PM AR 5.15 |
| | | | | | | | | | | 3.70 | | 8 | | | | | | | | | |
| 7.03 | | 10.03 | f 7.22 | f 2.03 | PM 12.03 | | | 7 | 98.04 | Manteca | 108.61 | | | | 5.26 | f 8.11 | 1.14 | 3.24 | 11.08 | | 5.01 |
| | | | | | | | | | | 1.80 | | 4 | | | | | | | | | |
| 7.10 | | 10.08 | 7.26 | 2.06 | 12.06 | | | | 99.84 | Morrano | 106.81 | | | | 5.23 | 8.08 | 1.11 | 3.21 | 11.03 | | 4.56 |
| | | | | | | | | | | 4.72 | | 9 | | | | | | | | | |
| 7.27 | | 10.25 | f 7.34 | s 2.16 | 12.13 | | | 9 | 104.56 | D Ripon | 102.09 | | | | 5.16 | s 8.02 | 1.03 | s 3.12 | 10.48 | | 4.41 |
| | | | | | | | | | | 3.02 | | 6 | | | | | | | | | |
| **7.57** | | 10.35 | f 7.40 | f 2.22 | 12.18 | | | | 107.58 | Salida | 99.07 | | | | 5.11 | f **7.57** | 12.58 | f 3.07 | 10.38 | | 4.32 |
| | | | | | | | | 8 | | 6.76 | | 14 | | | | | | | | | |
| 8.40 | | 10.59 | s 7.52 | s 2.36 | s12.29 | | | | 114.34 | DN Modesto W | 92.31 | | | | 5.01 | s 7.44 | s12.47 | s 2.56 | 10.17 | | 4.10 |
| | | | | | | | | 6 | | 4.31 | | 9 | | | | | | | | | |
| 8.57 | | 11.14 | f 7.59 | s **2.48** | **12.40** | | | | 118.65 | Ceres | 88.00 | | | | 4.54 | f 7.35 | **12.40** | s **2.48** | 10.04 | | 3.45 |
| | | | | | | | | | | 1.93 | | 4 | | | | | | | | | |
| | | | | | | | | 5 | 120.58 | Esmar (Spur) | 86.07 | | | | | | | | | | |
| | | | | | | | | | | 1.40 | | 3 | | | | | | | | | |
| 9.07 | | 11.26 | f 8.05 | f 2.55 | 12.45 | 14 | 20 | | 121.98 | Keyes | 84.67 | | 14 | 20 | 4.49 | f 7.29 | 12.34 | 2.42 | 9.53 | | 3.30 |
| | | | | | | | | 6 | | 5.41 | | 11 | | | | | | | | | |
| 9.27 | | 11.45 | s 8.15 | s **3.05** | s12.52 | | | | 127.39 | D Turlock | 79.26 | | | | 4.41 | s 7.20 | s12.27 | s 2.32 | 9.37 | | **3.05** |
| | | | | | | | | 7 | | 5.80 | | 11 | | | | | | | | | |
| 9.48 | | PM **12.17** | f 8.25 | f 3.15 | 1.00 | | | | 133.19 | Delhi | 73.46 | | | | 4.32 | f 7.10 | **12.17** | 2.22 | 9.18 | | 2.43 |
| | | | | | | | | 6 | | 4.30 | | 9 | | | | | | | | | |
| 10.04 | | 12.34 | f 8.32 | s 3.23 | s 1.06 | | | | 137.49 | D Livingston W | 69.16 | | | | 4.25 | f 7.03 | 12.11 | f 2.15 | 9.05 | | 2.30 |
| | | | | | | | | | | 2.60 | | 5 | | | | | | | | | |
| 10.14 | | 12.42 | f 8.37 | f 3.28 | 1.09 | | | 8 | 140.09 | Arena | 66.56 | | | | 4.22 | f 6.59 | 12.07 | 2.11 | 8.57 | | 2.20 |
| | | | | | | | | | | 4.19 | | 9 | | | | | | | | | |
| 10.30 | | 12.52 | f **8.44** | s 3.35 | f 1.15 | | | | 144.28 | Atwater | 62.37 | | | | 4.16 | f 6.52 | f12.01 PM | s **2.03** | **8.44** | | **2.03** |
| | | | | | | | | | | 1.69 | | | | | | | | | | | |
| | | | | | | | | | 145.97 | Buhach | 60.68 | | | | | | | | | | |
| | | | | | | | | 8 | | 1.82 | | 15 | | | | | | | | | |
| | | | | | | | | | 147.79 | Ashby (Spur) | 58.86 | | | | | | | | | | |
| | | | | | | | | | | 3.94 | | | | | | | | | | | |
| 11.05<br>PM **12.10** | | **1.17**<br>**1.54** | 8.58 | s 3.53 | s **1.27** | | | | 151.73 | DN MERCED W | 54.92 | | | | 4.04 | s 6.40 | s**11.51** | s **1.54** | 8.05 | | **1.27**<br>**12.10** |
| | | | | | | | | 7 | | 6.00 | | 12 | | | | | | | | | |
| 12.34 | | 2.15 | f 9.10 | f 4.05 | **1.44** | | | | 157.73 | Lingard | 48.92 | | | | 3.55 | f 6.30 | **11.40** | **1.44** | 7.47 | | PM **11.40** |
| | | | | | | | | 4 | | 3.91 | | 8 | | | | | | | | | |
| 12.50 | | 2.28 | f 9.17 | f 4.12 | 1.49 | | | | 161.64 | Athlone | 45.01 | | | | 3.48 | f 6.23 | 11.35 | f 1.33 | 7.35 | | |
| | | | | | | | | | | 5.38 | | | | | | | | | | | |
| | | | | ★ | | | | 8 | 167.02 | Sierra Vista (Spur) | 39.63 | 13 | | | | | | | | | 11.12 |
| | | | | | | | | | | 0.98 | | | | | | | | | | | |
| **1.21** | | 2.49 | f 9.30 | s 4.24 | f 1.57 | 14 | 20 | | 168.00 | D Minturn | 38.65 | | 14 | 20 | 3.39 | f 6.12 | f11.27 | s **1.21** | 7.16 | | 10.47 |
| | | | | | | | | | | 1.33 | | | | | | | | | | | |
| | | | | | | | | 7 | 169.33 | McNear (Spur) | 37.32 | 11 | | | | | | | | | |
| | | | | | | | | | | 3.97 | | | | | | | | | | | |
| 1.45 | | 3.08 | f 9.41 | f 4.34 | 2.04 | | | | 173.30 | Califa | 33.35 | | | | 3.32 | f 6.03 | 11.20 | 1.12 | 7.02 | | 10.23 |
| | | | | | | | | 5 | | 4.29 | | 9 | | | | | | | | | |
| **2.12** | AM LV 10.25 | 3.22 | s 9.50 | s 4.43 | s **2.12** | | | | 177.59 | DN BERENDA W | 29.06 | | | | 3.24 | s 5.57 | s11.15 | s 1.03 | 6.48 | PM AR 4.30 | 10.05 |
| | | | | | | | | 9 | | 7.44 | | 15 | | | | | | | | | |
| 2.55 | 10.45 AM AR | 3.47 | s10.02 | s 5.00 | s 2.23 | | | | 185.03 | DN Madera | 21.62 | | | | 3.13 | s 5.44 | s11.03 | s12.49 | 6.25 | 4.10 PM LV | 9.15 |
| | | | | | | | | 3 | | 2.78 | | 6 | | | | | | | | | |
| 3.05 | | 3.57 | f10.07 | f 5.07 | 2.27 | | | | 187.81 | Borden | 18.84 | | | | 3.09 | f 5.40 | 10.59 | f12.44 | 6.17 | | 8.40 |
| | | | | | | | | 4 | | 3.50 | | 7 | | | | | | | | | |
| 3.15 | | 4.07 | f10.12 | f 5.13 | 2.32 | | | | 191.31 | Irrigosa | 15.34 | | | | 3.04 | f 5.34 | 10.54 | 12.37 | 6.05 | | 8.32 |
| | | | | | | | | | | 3.28 | | | | | | | | | | | |
| | | | | | | 14 | 20 | 6 | 194.59 | Tharsa (Spur) | 12.06 | | 14 | 20 | | | | | | | |
| | | | | | | | | | | 2.21 | | 11 | | | | | | | | | |
| 3.31 | | 4.23 | f10.22 | f 5.25 | 2.42 | | | | 196.80 | Herndon W | 9.85 | | | | 2.55 | f 5.25 | 10.47 | f12.28 | 5.48 | | 8.18 |
| | | | | | | | | 5 | | 4.50 | | | | | | | | | | | |
| 3.43 | | 4.40 | f10.30 | f **5.34** | 2.49 | | | | 201.30 | Muscatel | 5.35 | 10 | | | 2.48 | f 5.18 | 10.42 | 12.20 | **5.34** | | 8.08 |
| | | | | | | | | 7 | | 5.35 | | | | | | | | | | | |
| 4.00 PM AR | | **5.00** PM AR | 10.40 PM AR | ¶ 5.45 PM AR | 3.00 PM AR | | | | 206.65 | DN FRESNO W | 0.00 | 12 | | | 2.40 AM LV | 5.10 AM LV | 10.35 AM LV | 12.10 PM LV | **5.00** PM LV | | 7.55 AM LV |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | | | | | (54.92) | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. |
| 9.10 | 0.15 | 7.10 | 3.25 | 3.49 | 3.03 | | | | | Time over District | | | | | 2.54 | 3.10 | 2.46 | 3.23 | 6.20 | 0.20 | 9.00 |
| 12.24 | 29.09 | 15.67 | 32.87 | 29.47 | 36.07 | | | | | Average speed per hour | | | | | 37.00 | 35.52 | 40.60 | 33.19 | 17.73 | 22.32 | 12.47 |

**West-bound trains are superior to trains of the same class in the opposite direction.—(See Rule 81).**

**Trains must get clearance card before leaving Fresno.**

★ Nos. 300 and 299 may carry passengers.

★ Stop to discharge passengers only.

# WESTERN DIVISION: Stockton and Merced.

| FROM SAN FRANCISCO. | | | | | | | | | | | | TOWARD SAN FRANCISCO. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Second Class. | First Class. | | Flagging distance expressed in number of poles. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO VIA NILES. | TIME TABLE No. 99. Dec. 18, 1904. | DISTANCE FROM MERCED. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. | | First Class. | | Second Class. |
| 306 Passenger and Freight Daily Ex. Sun. | 154 Passenger and Freight Daily Ex. Sun. | 152 ★Passenger Daily | Danger Point | Caution Point | | | STATIONS. | | | Danger Point | Caution Point | 151 ★Passenger Daily | 153 Passenger and Freight Daily Ex. Sun. | 305 Passenger and Freight Daily Ex. Sun. |
| | AM LV 8.30 | AM LV 8.30 | | | | 0.00 | SAN FRANCISCO | 0.00 | | | | PM AR 4.20 | PM AR 7.20 | |
| AM LV 9.45 | PM LV 1.20 | PM LV 1.10 | 14 | 20 | | 91.70 | 91.70<br>DN STOCKTON W | 72.25 | | 14 | 20 | AM AR 11.30 | PM AR 3.42 | PM AR 5.30 |
| 10.01 | 1.32 | f 1.22 | | | 12 | 97.70 | 6.00<br>Charleston (Spur) | 66.25 | 13 | | | f 11.16 | f 3.29 | 5.05 |
| | | f | | | 4 | 99.40 | 1.70<br>Walthall (Spur) | 64.55 | 4 | | | f | f | |
| 10.12 | f 1.41 | 1.31 | | | 4 | 101.60 | 2.20<br>Holden (Spur) | 62.35 | 5 | | | f 11.07 | f 3.20 | 4.50 |
| 10.25 | s 1.48 | s 1.38 | | | 6 | 104.80 | 3.20<br>D PETERS W | 59.15 | 8 | | | 11.00 | 3.12 | 4.40 |
| MILTON BRANCH. | 1.48 | | 14 | 20 | | 104.80 | D PETERS W | 59.15 | | 14 | 20 | | s 3.12 | MILTON BRANCH. |
| | f 2.03 | | | | 14 | 110.50 | 5.70<br>Waverly | 64.85 | 20 | | | | f 2.57 | |
| | 2.20 PM AR | | | | 14 | 116.30 | 5.80<br>D Milton | 70.65 | 22 | | | | 2.40 PM LV | |
| 10.25 | | 1.38 | 14 | 20 | | 104.80 | D PETERS W | 59.15 | | 14 | 20 | s 11.00 | | 4.40 |
| **10.52** | | s 1.47 | | | 9 | 109.20 | 4.40<br>D Farmington (Spur) | 54.75 | 11 | | | s **10.52** | | 4.24 |
| | | f | | | 6 | 112.50 | 3.30<br>Trigo (Spur) | 51.45 | 9 | | | f | | |
| 11.15 | | f 2.03 | | | 5 | 115.30 | 2.80<br>Cometa | 48.65 | 8 | | | f 10.38 | | 4.02 |
| | | f | | | 5 | 117.70 | 2.40<br>Clyde (Spur) | 46.25 | 7 | | | f | | |
| | | f | | | 8 | 121.70 | 4.00<br>Burnett (Spur) | 42.25 | 10 | | | f | | |
| PM 12.25 | | 2.30<br>2.40 | | | 3 | 123.40 | 1.70<br>D Oakdale W | 40.55 | 5 | | | 10.20<br>10.10 | | 3.30 |
| 12.36 | | f **2.52** | | | 6 | 127.40 | 4.00<br>Claribel | 36.55 | 9 | | | f 9.58 | | **2.52** |
| 12.55 | | s 3.08 | | | 9 | 133.50 | 6.10<br>D Waterford | 30.45 | 13 | | | s 9.40 | | 2.27 |
| 1.06 | | s 3.13 | | | 3 | 135.10 | 1.60<br>Hickman | 28.85 | 4 | | | s 9.35 | | 2.15 |
| 1.20 PM AR | | 3.30<br>3.40 | | | 9 | 140.90 | 5.80<br>D Montpellier W | 23.05 | 13 | | | 9.20<br>9.10 | | 2.00 PM LV |
| | | f 3.58 | | | 9 | 147.10 | 6.20<br>Ryer | 16.85 | 14 | | | f 8.51 | | |
| | | f 4.07 | | | 5 | 149.80 | 2.70<br>Arundel | 14.15 | 8 | | | f 8.43 | | |
| | | f 4.18 | | | 5 | 153.60 | 3.80<br>Amsterdam | 10.35 | 7 | | | f 8.32 | | |
| | | f | | | 7 | 158.30 | 4.70<br>Nairn (Spur) | 5.65 | 10 | | | f | | |
| | | 4.50 PM AR | | | 9 | 163.95 | 5.65<br>D MERCED W | 0.00 | 14 | | | 8.00 AM LV | | |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily | | | | | (72.25) | | | | | Daily | Daily Ex. Sun. | Daily Ex. Sun. |
| 3.35 | 1.00 | 3.40 | | | | | Time over District | | | | | 3.30 | 1.02 | 3.30 |
| 13.73 | 24.60 | 19.73 | | | | | Average speed per hour | | | | | 20.70 | 23.80 | 14.08 |

☞ **FOOT-NOTES.—No. 154 is superior to No. 153.**
**No. 306 is superior to No. 305.**

★ Nos. 151 and 152 will handle freight between Montpellier and Merced.

**West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above**
**Trains must get clearance card at Milton when an operator is on duty.**

# WESTERN DIVISION.

## WOODBRIDGE AND VALLEY SPRING.

| FROM SAN FRANCISCO. Second Class. 312 Valley Springs Pass. and Freight Daily Ex. Sun. | First Class. 172 Passenger Daily | 174 Valley Springs Passenger Sunday Only | Flagging distance expressed in number of poles. Danger Point | Caution Point | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 99. Dec. 18. 1904. STATIONS. | DISTANCE FROM VALLEY SPRING. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. Danger Point | Caution Point | TOWARD SAN FRANCISCO. First Class. 171 Passenger Daily | 173 Stockton Passenger Sunday Only | Second Class. 311 Stockton Passenger and Freight Daily Ex. Sun. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | AM LV 8.30 |  |  |  |  | 0.0 | SAN FRANCISCO | 131.0 |  |  |  | PM AR 4.20 |  |  |
|  | PM LV 1.05 |  | 14 | 20 |  | 106.8 | WOODBRIDGE W | 29.4 |  | 14 | 20 | PM AR 12.50 |  |  |
|  |  |  |  |  | 5 |  | 2.6 |  | 7 |  |  |  |  |  |
| AM LV s 7.10 | 1.40 | AM LV s 8.30 |  |  |  | 104.2 | D* LODI | 26.8 |  |  |  | 12.35 PM 11.20 | PM AR s 4.25 | PM AR s 5.15 |
|  |  |  |  |  | 5 |  | 2.9 |  | 7 |  |  |  |  |  |
| f 7.20 | f 1.47 | f 8.35 |  |  |  | 107.1 | Gillespie | 23.9 |  |  |  | f11.10 | f 4.18 | f 5.05 |
|  |  |  |  |  | 8 |  | 4.4 |  | 12 |  |  |  |  |  |
| s 7.35 | s 1.57 | s 8.44 |  |  |  | 111.5 | D* Lockeford | 19.5 |  |  |  | s11.00 | s 4.08 | s 4.51 |
|  |  |  |  |  | 6 |  | 3.9 |  | 10 |  |  |  |  |  |
| s 8.05 | s 2.04 | s 8.51 |  |  |  | 115.4 | D* Clements W | 15.6 |  |  |  | s10.50 | s 3.59 | s 4.38 |
|  |  |  |  |  | 11 |  | 6.2 |  | 15 |  |  |  |  |  |
| s 8.30 | s 2.18 | s 9.05 |  |  |  | 121.6 | D* Wallace | 9.4 |  |  |  | s10.35 | s 3.45 | s 4.20 |
|  |  |  |  |  | 11 |  | 5.6 |  | 12 |  |  |  |  |  |
| s 9.05 | s 2.35 | s 9.20 |  |  |  | 127.2 | Helisma | 3.8 |  |  |  | s10.20 | s 3.27 | s 3.50 |
|  |  |  |  |  | 6 |  | 3.0 |  | 8 |  |  |  |  |  |
| f | f | f |  |  |  | 130.2 | Norval (Spur) | 0.8 |  |  |  | f | f | f |
|  |  |  |  |  | 2 |  | 0.8 |  | 2 |  |  |  |  |  |
| 9.35 AM AR | 2.50 PM AR | 9.45 AM AR |  |  |  | 131.0 | D*. VALLEY SPRING. W | 0.0 |  |  |  | 10.00 AM LV | 3.15 PM LV | 3.30 PM LV |
| Daily Ex. Sun. | Daily | Sunday Only |  |  |  |  | (29.4) |  |  |  |  | Daily | Sunday Only | Daily Ex. Sun. |
| 2.25 | 1.45 | 1.15 |  |  |  |  | Time over District |  |  |  |  | 2.50 | 1.10 | 1.45 |
| 11.09 | 16.80 | 21.44 |  |  |  |  | Average speed per hour |  |  |  |  | 18.56 | 22.97 | 15.31 |

Valley Spring Branch.

☞FOOT-NOTES.—No. 172 is superior to No. 173.
Nos. 174 and 312 are superior to No. 171.

* Telephone only.

** Trains will reduce speed to 8 miles per hour crossing trestle 128 G and H, and 129 A, C, D between Helisma and Norval.

## GALT AND IONE—AMADOR BRANCH.

| FROM S. FRANCISCO. First Class. 132 Ione Passenger and Freight Daily | Flagging distance expressed in number of poles. Danger Point | Caution Point | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 99. Dec. 18. 1904. STATIONS. | DISTANCE FROM IONE. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. Danger Point | Caution Point | TOWARD S. FRANCISCO. First Class. 131 Ione Passenger and Freight Daily |
|---|---|---|---|---|---|---|---|---|---|---|
| AM LV 8.30 |  |  |  | 0.00 | DN. SAN FRANCISCO | 139.80 |  |  |  | PM AR 4.20 |
| PM LV 2.00 | 14 | 20 |  | 112.60 | D GALT W | 27.20 |  | 14 | 20 | AM AR 11.00 |
|  |  |  | 12 |  | 5.56 |  | 17 |  |  |  |
| f |  |  |  | 118.16 | Conley (Spur) | 21.64 |  |  |  | f |
|  |  |  | 7 |  | 3.29 |  | 10 |  |  |  |
| f 2.22 |  |  |  | 121.45 | Cicero | 18.35 |  |  |  | f10.38 |
|  |  |  | 3 |  | 1.40 |  | 4 |  |  |  |
| f |  |  |  | 122.85 | Clay (Spur) | 16.97 |  |  |  | f |
|  |  |  | 24 |  | 10.37 |  | 31 |  |  |  |
| s 3.00 |  |  |  | 133.22 | Carbondale | 6.58 |  |  |  | s10.07 |
|  |  |  | 6 |  | 0.74 |  | 8 |  |  |  |
| f |  |  |  | 133.96 | Yaru (Spur) | 5.84 |  |  |  | f |
|  |  |  |  |  | 2.05 |  |  |  |  |  |
| f |  |  |  | 136.01 | Clarksona (Spur) | 3.79 |  |  |  | f |
|  |  |  | 8 |  | 2.72 |  | 8 |  |  |  |
| f |  |  |  | 138.73 | Dagon (Spur) | 1.07 |  |  |  | f |
|  |  |  |  |  | 0.27 |  | 1 |  |  |  |
| f |  |  |  | 139.00 | Younglove (Spur) | 0.80 |  |  |  | f |
|  |  |  |  |  | 0.80 |  | 2 |  |  |  |
| 3.30 PM AR |  |  |  | 139.80 | D IONE W | 0.00 |  |  |  | 9.25 AM LV |
|  |  |  |  |  | (27.20) |  |  |  |  |  |
| Daily |  |  |  |  |  |  |  |  |  | Daily |
| 1.30 |  |  |  |  | Time over District |  |  |  |  | 1.35 |
| 18.13 |  |  |  |  | Average speed per hour |  |  |  |  | 17.18 |

Amador Branch.

## BERENDA AND RAYMOND.

| FROM SAN FRANCISCO. First Class. 144 Passenger and Freight Daily | Flagging distance expressed in number of poles. Danger Point | Caution Point | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO VIA ANTIOCH. | TIME TABLE No. 99. Dec. 18, 1904. STATIONS. | DISTANCE FROM FRESNO. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. Danger Point | Caution Point | TOWARD SAN FRANCISCO. First Class. 143 Passenger and Freight Daily |
|---|---|---|---|---|---|---|---|---|---|---|
| AM LV 10.00 |  |  |  | 0.00 | SAN FRANCISCO | 206.65 |  |  |  | PM AR 4.50 |
| PM LV 4.50 | 14 | 20 |  | 177.59 | DN BERENDA W | 29.06 |  | 14 | 20 | AM AR 10.00 |
|  |  |  | 15 |  | 7.39 |  | 15 |  |  |  |
| f 5.07 |  |  |  | 184.98 | Talbot | 36.45 |  |  |  | f 9.30 |
|  |  |  | 8 |  | 4.22 |  | 8 |  |  |  |
| f 5.18 |  |  |  | 189.20 | Daulton | 40.67 |  |  |  | f 9.10 |
|  |  |  | 21 |  | 2.77 |  | 21 |  |  |  |
| f |  |  |  | 191.97 | Jesbel (Spur) | 43.44 |  |  |  | f |
|  |  |  |  |  | 3.60 |  |  |  |  |  |
| f |  |  |  | 195.57 | Day (Spur) | 47.04 |  |  |  | f |
|  |  |  |  |  | 0.60 |  |  |  |  |  |
| f 5.46 |  |  |  | 196.17 | Herbert | 47.64 |  |  |  | f 8.32 |
|  |  |  | 4 |  | 1.40 |  | 4 |  |  |  |
| f 5.55 |  |  |  | 197.57 | Knowles (Spur) | 49.04 |  |  |  | f 8.25 |
|  |  |  | 3 |  | 1.02 |  | 3 |  |  |  |
| 6.05 PM AR |  |  |  | 198.59 | D RAYMOND | 50.06 |  |  |  | 8.00 AM LV |
| Daily |  |  |  |  |  |  |  |  |  | Daily |
| 1.15 |  |  |  |  | Time over District |  |  |  |  | 2.00 |
| 16.80 |  |  |  |  | Average speed per hour |  |  |  |  | 10.50 |

Yosemite Branch.

**West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.**
**Trains must get clearance card at Ione, Valley Springs and Raymond when an operator is on duty.**

# WESTERN DIVISION.

## NAPA JUNCTION AND SUISUN.

| FROM SAN FRANCISCO. 3d Class. 296 — *Santa Rosa Freight, Daily Ex. Sun. | FROM SAN FRANCISCO. 3d Class. 264 — Calistoga Freight, Daily Ex. Sun. | FROM SAN FRANCISCO. Second Class: 74 — Suisun Passenger, Daily | FROM SAN FRANCISCO. Second Class: 72 — Suisun Passenger and Freight, Daily | Minimum running time between stations for freight trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 99. Dec. 18, 1904. STATIONS. | DISTANCE FROM SUISUN. | Minimum running time between stations for passenger trains—minutes. | Flagging distance expressed in number of poles. Danger Point | Flagging distance expressed in number of poles. Caution Point | TOWARD SAN FRANCISCO. Second Class: 71 — Suisun Passenger, Daily | TOWARD SAN FRANCISCO. Second Class: 73 — Suisun Passenger, Daily | TOWARD SAN FRANCISCO. 3d Class. 263 — Calistoga Freight, Daily Ex. Sun. | TOWARD SAN FRANCISCO. 3d Class. 295 — Santa Rosa Freight, Daily Ex. Sun. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | PM LV 3.45 | AM LV 6.50 | | 31.01 | SOUTH VALLEJO | 20.10 | | | | AM AR 10.00 | PM AR 6.25 | | |
| PM LV 5.55 | PM LV 4.55 | PM LV 4.25 | AM LV 7.25 | 22 | 38.31 | D NAPA JUNCTION | 12.80 | 15 | 14 | 20 | AM AR 9.15 | PM AR 5.42 | AM AR 8.40 | AM AR 10.10 |
| 6.35 | **5.30** | f 4.35 | f 7.35 | | 41.97 | 3.66<br>Creston W | 9.14 | | | | f 9.00 | f **5.30** | 8.20 | 9.50 |
| 6.55 | 6.05 | s 4.45 | s **7.47** | | 45.89 | 3.92<br>D Cordelia | 5.22 | | | | s 8.45 | s 5.15 | **7.47** | 9.12 |
| | | | | 15 | 47.25 | 1.36<br>Thomasson (Spur) | 3.86 | 11 | | | f | | | |
| | | | | | 48.93 | 1.68<br>Subeet (Spur) | 2.18 | | | | | | | |
| 7.30 PM AR | 6.40 PM AR | 4.55 PM AR | 8.00 AM AR | | 51.11 | 2.18<br>D SUISUN W | 0.00 | | | | 8.30 AM LV | 5.05 PM LV | 7.15 AM LV | 8.50 AM LV |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | | | (12.80) | | | | | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. |
| 1.35 | 1.45 | 0.30 | 0.35 | | | Time over District | | | | | 0.45 | 0.37 | 1.25 | 1.20 |
| 8.08 | 7.32 | 25.56 | 21.94 | | | Average speed per hour | | | | | 17.04 | 20.76 | 9.04 | 9.60 |

*No. 296 may carry passengers.

## ELMIRA AND RUMSEY.

| FROM SAN FRANCISCO. First Class. 80 — Winters Passenger, Daily | FROM SAN FRANCISCO. First Class. 78 — Rumsey Passenger & Freight, Daily | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 99. Dec. 18, 1904. STATIONS. | DISTANCE FROM RUMSEY. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. Danger Point | Flagging distance expressed in number of poles. Caution Point | TOWARD SAN FRANCISCO. First Class. 79 — Winters Passenger, Daily | TOWARD SAN FRANCISCO. First Class. 77 — Rumsey Passenger & Freight, Daily |
|---|---|---|---|---|---|---|---|---|---|---|
| PM LV 3.30 | AM LV 7.00 | | 0.00 | SAN FRANCISCO<br>60.32 | 111.37 | | | | AM AR 10.50 | PM AR 7.50 |
| PM LV 6.40 | AM LV 10.00 | | 60.32 | D ELMIRA W | 51.05 | | 14 | 20 | AM AR 7.50 | PM AR 5.00 |
| s 6.50 | s10.10 | 5 | 64.56 | 4.24<br>D Vacaville | 46.81 | 11 | | | s 7.40 | s 4.50 |
| f | f | 2 | 66.45 | 1.89<br>Violet (Spur) | 44.92 | 5 | | | f | f |
| f | f | 3 | 69.27 | 2.82<br>Hartley (Spur) | 42.10 | 7 | | | f | f |
| f | f | 3 | 71.22 | 1.95<br>Allendale (Spur) | 40.15 | 5 | | | f | f |
| f 7.11 | f10.35 | 5 | 74.85 | 3.63<br>Wolfskill | 36.52 | 9 | | | f 7.14 | f 3.50 |
| 7.15 PM AR | s10.42 | 2 | 76.82 | 1.97<br>D Winters W | 34.55 | 6 | | | 7.10 AM LV | s 3.40 |
| | f10.55 | 6 | 81.19 | 4.37<br>Ely | 30.18 | 11 | | | | f 3.10 |
| | f11.03 | 4 | 84.34 | 3.15<br>Citrona | 27.03 | 8 | | | | f 2.57 |
| | s11.12 | 4 | 87.67 | 3.33<br>Madison | 23.70 | 9 | | | | s 2.43 |
| | s11.22 | 4 | 90.77 | 3.10<br>Esparto W | 20.60 | 10 | | | | s 2.30 |
| | | 3 | 92.64 | 1.87<br>Corfu (Spur) | 18.73 | 6 | | | | |
| | f11.30 | 1 | 93.37 | 0.73<br>Capay | 18.00 | 3 | | | | f 2.18 |
| | f11.43 | 7 | 97.47 | 4.10<br>Cadanassa | 13.90 | 14 | | | | f 2.00 |
| | f11.57 | 7 | 101.67 | 4.20<br>Tancred | 9.70 | 14 | | | | f 1.44 |
| | PM f12.07 | 4 | 104.17 | 2.50<br>Surrey | 7.20 | 8 | | | | f 1.36 |
| | f12.10 | 3 | 105.17 | 1.00<br>Amaranth | 6.20 | 3 | | | | f 1.32 |
| | s12.25 | | 106.37 | 1.20<br>D Guinda | 5.00 | 4 | | | | s 1.28 |
| | f12.28 | 1 | 107.07 | 0.70<br>Sauterne | 4.30 | 2 | | | | f 1.20 |
| | f12.32 | 3 | 108.77 | 1.70<br>Cashmere | 2.60 | 6 | | | | f 1.17 |
| | 12.40 PM AR | 4 | 111.37 | 2.60<br>RUMSEY W | 0.00 | 10 | | | | 1.10 PM LV |
| Daily | Daily | | | (51.05) | | | | | Daily | Daily |
| 0.35 | 2.50 | | | Time over District | | | | | 0.40 | 3.50 |
| 28.20 | 18.02 | | | Average speed per hour | | | | | 24.60 | 13.31 |

☞ **FOOT-NOTES.—No. 72 is superior to No. 71.**
**No. 74 is superior to No. 73.**
**No. 78 is superior to No. 77.**

**West-bound trains are superior to trains of the same class in opposite direction (see Rule 81), except as per foot-notes above.**

# WESTERN DIVISION: South Vallejo, Calistoga and Santa Rosa.

| FROM SAN FRANCISCO. | | | | | | Flagging distance expressed in number of poles. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 99. Dec. 18, 1904. |
|---|---|---|---|---|---|---|---|---|---|---|
| Third Class. | | | First Class. | | | | | | | |
| | | 294<br>Santa Rosa Freight | | 68<br>Santa Rosa Passenger | 66<br>Santa Rosa Passenger | Danger Point | Caution Point | | | STATIONS. |
| | | Daily Ex. Sun. | | Daily | Daily | | | | | |
| | | | | PM LV<br>4.00 | AM LV<br>7.30 | | | | 0.00 | SAN FRANCISCO |
| | | | | PM LV<br>5.30 | AM LV<br>9.05 | | | | 31.01 | D SOUTH VALLEJO.W |
| | | AM LV<br>10.30 | | PM LV<br>5.47 | AM LV<br>9.22 | 14 | 20 | | 38.31 | D NAPA JUNCTION |
| | | 10.44 | | f 5.57 | f 9.33 | | | 8 | 43.31 | 5.00<br>Buchli |
| | | 10.50 | | f 6.02 | f 9.38 | | | 4 | 45.51 | 2.20<br>Merazo |
| | | 11.35 | | f 6.12 | f 9.48 | | | 8 | 50.31 | 4.80<br>Shellville |
| | | | | | | | | 5 | 53.43 | 3.12<br>Snyder (Spur) |
| | | 11.52 | | s 6.23 | s 9.58 | | | 2 | 54.81 | 1.38<br>D El Verano W |
| | | | | f | f | | | 3 | 56.42 | 1.61<br>Agua Caliente (Spur) |
| | | | | f | f | | | 1 | 57.21 | 0.79<br>Sobre Vista (Spur) |
| | | PM<br>12.02 | | f 6.30 | f10.06 | | | 1 | 57.91 | 0.70<br>Yulupa |
| | | 12.06 | | f 6.32 | f10.08 | | | 1 | 58.60 | 0.69<br>Gelston |
| | | 12.17 | | s 6.35 | s10.12 | | | 3 | 60.11 | 1.51<br>Glen Ellen |
| | | 12.19 | | f 6.36 | f10.14 | | | 1 | 60.71 | 0.60<br>Warfield |
| | | 12.23 | | f 6.39 | f10.17 | | | 3 | 62.11 | 1.40<br>Beltane |
| | | 12.28 | | f 6.43 | f10.21 | | | 3 | 63.81 | 1.70<br>Wildwood |
| | | 12.40 | | s 6.46 | s10.24 | | | 1 | 64.51 | 0.70<br>D Kenwood |
| | | | | f | f | | | 2 | 65.94 | 1.43<br>Lawndale (Spur) |
| | | 12.47 | | f 6.52 | f10.30 | | | 1 | 66.61 | 0.67<br>Los Guilicos |
| | | 12.52 | | f 6.55 | f10.33 | | | 2 | 67.91 | 1.30<br>Annadel |
| | | | | * | * | | | 5 | 69.50 | 1.59<br>Oleson (Spur) |
| | | 1.00 | | f 7.01 | f10.39 | | | | 70.41 | 0.91<br>Melitta |
| | | | | | | | | 3 | 72.10 | 1.69<br>Baku (Spur) |
| | | 1.15<br>PM AR | | 7.12<br>PM AR | 10.50<br>AM AR | | | 5 | 75.01 | 2.91<br>D SANTA ROSA W |
| | | Daily Ex. Sun. | | Daily | Daily | | | | | (36.70) |
| | | 2.45 | | 1.22 | 1.28 | | | | | Time over District |
| | | 13.32 | | 26.50 | 25.02 | | | | | Average speed per hour |

| FROM SAN FRANCISCO. | | | | | | | | | | | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 99. Dec. 18, 1904. | Minimum running time between stations for passenger trains—minutes. | Flagging distance expressed in number of poles. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Third Class. | | Second Class. | | | | | | | First Class. | | | | | | | | |
| 260<br>*Freight | 262<br>Calistoga Freight | 166<br>Passenger | 164<br>Napa Passenger | 74<br>Suisun Passenger and Freight | 168<br>Napa Passenger | 72<br>Suisun Passenger and Freight | 162<br>Passenger | | 64<br>Calistoga Passenger | 68<br>Santa Rosa Passenger | 62<br>Calistoga Passenger | 66<br>Santa Rosa Passenger | | STATIONS. | | Danger Point | Caution Point |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Sunday Only | Daily | Daily | | Daily | Daily | Daily | Daily | | | | | |
| | | | | | AM LV<br>10.00 | | | | PM LV<br>4.00 | PM LV<br>4.00 | AM LV<br>7.30 | AM LV<br>7.30 | 0.00 | SAN FRANCISCO | | | |
| PM LV<br>1.00 | | | | PM LV<br>3.45 | AM LV<br>11.40 | AM LV<br>6.50 | | | PM LV<br>5.40 | PM LV<br>5.30 | AM LV<br>9.15 | AM LV<br>9.05 | 31.01 | D SOUTH VALLEJO W | | 14 | 20 |
| f 1.05 | | | | s 3.50 | s11.43 | s 6.54 | | | s 5.42 | s 5.32 | s 9.17 | s 9.07 | 32.11 | 1.10<br>North Vallejo | 2 | | |
| 1.16 | | | | f 4.01 | f11.50 | f 7.04 | | | 5.48 | f 5.38 | 9.24 | f 9.14 | 35.39 | 3.28<br>Flosden | 4 | | |
| 1.25 Foot-note<br>PM AR | | | | **4.10**<br>PM AR | s11.55 | **7.10**<br>AM AR | | | **5.55** | 5.45<br>PM AR | s **9.30** | 9.20<br>AM AR | 38.31 | 2.92<br>D NAPA JUNCTION | 4 | | |
| | AM LV<br>9.05 | PM LV<br>5.45 | PM LV<br>5.00 | | 11.55 | | AM LV<br>6.35 | | 5.56 | | 9.30 | | 38.31 | D NAPA JUNCTION | | 14 | 20 |
| | | f 5.51 | 5.07 | | PM<br>f12.01 | | f 6.42 | | f 6.02 | | f 9.36 | | 42.06 | 3.75<br>Thompson (Spur) | 4 | | |
| | | | | | | | | | | | | | 45.16 | 3.10<br>Imola (Spur) | 3 | | |
| | **9.48** | 6.00<br>PM AR | 5.15<br>PM AR | | 12.10<br>PM AR | | 6.50<br>AM AR | | s 6.12 | | s **9.48** | | 46.47 | 1.31<br>D Napa W | 2 | | |
| | 10.15 | | | | | | | | f 6.17 | | f 9.53 | | 48.80 | 2.33<br>Union | 9 | | |
| | 10.30 | | | | | | | | f 6.22 | | f 9.59 | | 51.11 | 2.31<br>Oak Knoll | | | |
| | 10.41 | | | | | | | | f 6.27 | | f10.03 | | 52.79 | 1.68<br>Trubody | | | |
| | 10.55 | | | | | | | | s 6.32 | | s10.10 | | 55.05 | 2.26<br>D Yountville | | | |
| | 11.17 | | | | | | | | s 6.40 | | s10.17 | | 58.49 | 3.44<br>D Oakville | 4 | | |
| | 11.30 | | | | | | | | s 6.45 | | s10.21 | | 60.38 | 1.89<br>D Rutherford | 2 | | |
| | 11.38 | | | | | | | | f 6.49 | | f10.25 | | 62.32 | 1.94<br>Zinfandel | 4 | | |
| | | | | | | | | | | | | | 63.09 | 0.77<br>Thomann (Spur) | | | |
| | 11.45 | | | | | | | | f 6.52 | | f10.28 | | 63.44 | 0.35<br>Crane | | | |
| | PM<br>12.01 | | | | | | | | s 6.56 | | s10.32 | | 64.36 | 0.92<br>St. Helena | | | |
| | 12.05 | | | | | | | | 6.58 | | 10.34 | | 65.60 | 1.24<br>Krug | 9 | | |
| | 12.08 | | | | | | | | f 7.00 | | f10.36 | | 66.35 | 0.75<br>Barro | | | |
| | | | | | | | | | f | | f | | 68.53 | 2.18<br>Bale (Spur) W | | | |
| | 12.18 | | | | | | | | f 7.05 | | f10.43 | | 69.27 | 0.74<br>Larkmead | | | |
| | | | | | | | | | f | | f | | 69.94 | 0.67<br>Maple W | | | |
| | 12.30<br>PM AR | | | | | | | | 7.12<br>PM AR | | 10.50<br>AM AR | | 72.79 | 2.85<br>D CALISTOGA W | | | |
| Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Sunday Only | Daily | Daily | | Daily | Daily | Daily | Daily | | (41.78) | | | |
| 0.25 | 3.25 | 0.15 | 0.15 | 0.25 | 0.30 | 0.20 | 0.15 | | 1.32 | 0.15 | 1.35 | 0.15 | | Time over District | | | |
| 17.52 | 10.09 | 29.20 | 29.20 | 17.52 | 30.92 | 21.90 | 29.20 | | 27.25 | 29.20 | 26.38 | 29.20 | | Average speed per hour | | | |

☞ **FOOT-NOTES.—No. 164 is superior to No. 165.**

**No. 262 is superior to No. 261.**

**No. 294 is superior to No. 293.**

**Train and Engine Crew of No. 260 will receive Special Order when required to run to Cordelia or Shellville Junction and return.**

⋆ No. 260 may carry passengers.

***Trains will stop as follows:***

*Trains will stop to discharge passengers only.
Near Culvert 72 E, Nos. 66 and 68 during Hunting Season will stop on signal.
Felice, 66 and 68 on signal.
At Suscol, Nos. 62, 64, 164 and 168 on signal.
At Middleton, Nos. 62 and 64 on signal.
At Orphans' Home, Nos. 66, 68, 72, 74 and 168 on signal.
☞Nos. 162 and 166 will leave Cement Works at Napa Junction at 6:30 A. M. and 5:40 P. M. respectively.
No. 164 Sunday will leave Cement Works 4:58 P. M.

**West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.**
**Trains must get clearance card at Vallejo when an Operator is on duty.**

# WESTERN DIVISION: South Vallejo, Calistoga and Santa Rosa.

| Flagging distance expressed in number of poles. | | Minimum running time between stations for freight trains—minutes. | TIME TABLE No. 99. Dec. 18, 1904. | DISTANCE FROM CALISTOGA. | TOWARD SAN FRANCISCO. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | First Class. | | | | Second Class. | | | | | | Third Class. |
| | | | | | 61 Calistoga Passenger | 65 Santa Rosa Passenger | 63 Calistoga Passenger | 67 Santa Rosa Passenger | 161 Passenger | 163 Napa Passenger | 71 Suisun Passenger and Freight | 167 Napa Passenger | 165 Passenger | 73 Suisun Passenger and Freight | 261 Calistoga Freight |
| Danger Point | Caution Point | | STATIONS. | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily | Daily Ex. Sun. |
| | | | SAN FRANCISCO | 72.79 | A M AR 9.20 | A M AR 9.20 | P M AR 6.20 | P M AR 6.20 | | | | | | | |
| 14 | 20 | | D SOUTH VALLEJO.W | 41.78 | A M AR 7.30 | A M AR 7.40 | P M AR 4.30 | P M AR 4.40 | | A M AR 8.55 | A M AR 10.00 | | | P M AR 6.25 | |
| | | 4 | 1.10 | | | | | | | | | | | | |
| | | | North Vallejo | 40.68 | s 7.27 | s 7.37 | s 4.27 | s 4.37 | | s 8.52 | s 9.55 | | | s 6.20 | |
| | | 8 | 3.28 | | | | | | | | | | | | |
| | | | Flosden | 37.40 | 7.20 | f 7.30 | 4.20 | f 4.30 | | f 8.46 | f 9.42 | | | f 6.07 | |
| | | 8 | 2.92 | | | | | | | | | | | | |
| | | | D NAPA JUNCTION | 34.48 | **7.15** | 7.25 A M LV | **4.15** | 4.25 P M LV | | 8.41 | **9.30** A M LV | | | **5.55** P M LV | |
| 14 | 20 | | D NAPA JUNCTION | 34.48 | s 7.14 | | 4.14 | | A M AR 6.15 | s 8.41 | | P M AR 4.55 | P M AR 5.31 | | P M AR 4.35 |
| | | 8 | 3.75 | | | | | | | | | | | | |
| | | | Thompson (Spur) | 30.73 | f 7.08 | | f 4.08 | | 6.07 | 8.35 | | f 4.47 | 5.23 | | |
| | | 6 | 3.10 | | | | | | | | | | | | |
| | | | Imola (Spur) | 27.63 | | | | | | | | | | | |
| | | 3 | 1.31 | | | | | | | | | | | | |
| | | | D Napa W | 26.32 | s 7.01 | | s **3.58** | | 6.00 A M LV | 8.25 A M LV | | 4.40 P M LV | 5.16 P M LV | | **3.58** |
| | | 18 | 2.33 | | | | | | | | | | | | |
| | | | Union | 23.99 | f 6.54 | | f 3.48 | | | | | | | | 3.05 |
| | | | 2.31 | | | | | | | | | | | | |
| | | | Oak Knoll | 21.68 | f 6.50 | | f 3.42 | | | | | | | | 2.53 |
| | | | 1.68 | | | | | | | | | | | | |
| | | | Trubody | 20.00 | f 6.47 | | f 3.38 | | | | | | | | 2.45 |
| | | | 2.26 | | | | | | | | | | | | |
| | | | D Yountville W | 17.74 | s 6.42 | | s 3.32 | | | | | | | | 2.33 |
| | | 7 | 3.44 | | | | | | | | | | | | |
| | | | D Oakville | 14.30 | s 6.36 | | s 3.23 | | | | | | | | 2.15 |
| | | 4 | 1.89 | | | | | | | | | | | | |
| | | | D Rutherford | 12.41 | s 6.32 | | s 3.18 | | | | | | | | 2.05 |
| | | 8 | 1.94 | | | | | | | | | | | | |
| | | | Zinfandel | 10.47 | f 6.28 | | f 3.13 | | | | | | | | 1.55 |
| | | | 0.77 | | | | | | | | | | | | |
| | | | Thomann (Spur) | 9.70 | | | | | | | | | | | |
| | | | 0.35 | | | | | | | | | | | | |
| | | | Crane | 9.35 | f 6.26 | | f 3.11 | | | | | | | | 1.49 |
| | | | 0.92 | | | | | | | | | | | | |
| | | | St. Helena | 8.43 | s 6.25 | | s 3.09 | | | | | | | | 1.43 |
| | | 18 | 1.24 | | | | | | | | | | | | |
| | | | Krug | 7.19 | 6.22 | | 3.04 | | | | | | | | 1.26 |
| | | | 0.75 | | | | | | | | | | | | |
| | | | Barro | 6.44 | f 6.21 | | f 3.03 | | | | | | | | 1.23 |
| | | | 2.18 | | | | | | | | | | | | |
| | | | Bale (Spur) . W | 4.26 | f | | f | | | | | | | | |
| | | | 0.74 | | | | | | | | | | | | |
| | | | Larkmead | 3.52 | f 6.16 | | f 2.56 | | | | | | | | 1.12 |
| | | | 0.67 | | | | | | | | | | | | |
| | | | Maple W | 2.85 | f | | f | | | | | | | | |
| | | | 2.85 | | | | | | | | | | | | |
| | | | D CALISTOGA W | 0.00 | 6.10 A M LV | | 2.50 P M LV | | | | | | | | 1.00 P M LV |
| | | | (41.78) | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily | Daily Ex. Sun. |
| | | | Time over District. | | 1.20 | 0.15 | 1.40 | 0.15 | 0.15 | 0.30 | 0.30 | 0.15 | 0.15 | 0.30 | 3.35 |
| | | | Average speed per hour. | | 31.33 | 29.20 | 24.54 | 29.20 | 32.64 | 30.92 | 14.60 | 32.64 | 32.64 | 14.60 | 6.83 |

| TIME TABLE No. 99. Dec. 18, 1904. | DISTANCE FROM SANTA ROSA. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. | | TOWARD SAN FRANCISCO. | | |
|---|---|---|---|---|---|---|---|
| | | | | | First Class. | | Third Class. |
| | | | | | 65 Santa Rosa Passenger | 67 Santa Rosa Passenger | 293 Santa Rosa Freight |
| STATIONS. | | | Danger Point | Caution Point | Daily | Daily | Daily Ex. Sun. |
| SAN FRANCISCO | 75.01 | | | | A M AR 9.20 | P M AR 6.20 | |
| D SOUTH VALLEJO.W | 44.00 | | | | A M AR 7.40 | P M AR 4.40 | |
| D NAPA JUNCTION | 36.70 | | 14 | 20 | A M AR 7.23 | P M AR 4.24 | P M AR 5.05 |
| 5.00 | | 11 | | | | | |
| Buchli | 31.70 | | | | f 7.12 | f 4.13 | 4.48 |
| 2.20 | | 5 | | | | | |
| Merazo | 29.50 | | | | f 7.06 | f 4.08 | 4.40 |
| 4.80 | | 11 | | | | | |
| Shellville | 24.70 | | | | f 6.57 | f 3.59 | 4.25 |
| 3.12 | | 7 | | | | | |
| Snyder (Spur) | 21.58 | | | | | | |
| 1.38 | | 3 | | | | | |
| D El Verano W | 20.20 | | | | s 6.48 | s **3.50** | **3.50** |
| 1.61 | | 4 | | | | | |
| Agua Caliente (Spur) | 18.59 | | | | f | f | |
| 0.79 | | 5 | | | | | |
| Sobre Vista (Spur) | 17.80 | | | | f | f | |
| 0.70 | | | | | | | |
| Yulupa | 17.10 | | | | f 6.42 | f 3.44 | 3.26 |
| 0.69 | | | | | | | |
| Gelston | 16.41 | | | | f 6.39 | f 3.41 | 3.23 |
| 1.51 | | 4 | | | | | |
| Glen Ellen | 14.90 | | | | s 6.36 | s 3.38 | 3.18 |
| 0.60 | | 5 | | | | | |
| Warfield | 14.30 | | | | f 6.34 | f 3.36 | 3.10 |
| 1.40 | | | | | | | |
| Beltane | 12.90 | | | | f 6.31 | f 3.32 | 3.05 |
| 1.70 | | 6 | | | | | |
| Wildwood | 11.20 | | | | f 6.27 | f 3.28 | 2.58 |
| 0.70 | | | | | | | |
| D Kenwood | 10.50 | | | | s 6.25 | s 3.26 | 2.56 |
| 1.43 | | 9 | | | | | |
| Lawndale (Spur) | 9.07 | | | | f | f | |
| 0.67 | | | | | | | |
| Los Guilicos | 8.40 | | | | f 6.19 | f 3.20 | 2.42 |
| 1.30 | | | | | | | |
| Annadel | 7.10 | | | | f 6.16 | f 3.17 | 2.37 |
| 1.59 | | 6 | | | | | |
| Oleson (Spur) | 5.51 | | | | ⋆ | ⋆ | |
| 0.91 | | | | | | | |
| Melitta | 4.60 | | | | f 6.10 | f 3.11 | 2.28 |
| 1.69 | | 14 | | | | | |
| Baku (Spur) | 2.91 | | | | | | |
| 2.91 | | | | | | | |
| D SANTA ROSA W | 0.00 | | | | 6.00 A M LV | 3.00 P M LV | 2.10 P M LV |
| (36.70) | | | | | Daily | Daily | Daily Ex. Sun. |
| Time over District | | | | | 1.23 | 1.24 | 2.55 |
| Average speed per hour | | | | | 26.53 | 26.22 | 12.58 |

☞ **FOOT-NOTES.—No. 164 is superior to No. 165.**
**No. 262 is superior to No. 261.**
**No. 294 is superior to No. 293.**

**West-bound trains are superior to trains of the same class in the opposite direction.—(See rule 81), except as per foot-notes above.**
**Trains must get clearance card at Calistoga and Santa Rosa when an operator is on duty.**

***Trains will stop as follows:***

⋆ Trains will stop to discharge passengers only.
Near culvert 72 E, Nos. 65 and 67 during hunting season will stop on signal.
At Felice 65 and 67 on signal.
At Suscol—Nos. 61, 63 and 163, on signal.
At Middleton—Nos. 61 and 63, on signal.
At Orphan's Home—Nos. 65, 67, 71, 73 and 163 on signal.
☞ Nos. 161, 165 and 167 will run to Cement Works at Napa Junction.

## FLAGGING.

**Attention is called to information shown in vertical columns on face of this time-table to right and left of station names, denoting flagging distances as per Rule 99. These distances must be strictly observed.**

# SPECIAL RULES.

**Automatic Block Signals are in service between Oakland Pier and Port Costa. See Rules 38 to 51, inclusive, pages 94 to 97, and be governed accordingly. Trainmen and Enginemen must use extreme care in lining up properly all switches leading into main track, or automatic signals will stand at "Stop," causing unnecessary delay to other trains.**

**Between Benicia and Mikon, a Manual Block System is in operation. (See Manual Block System Rules, page 97, revised edition of Book of Rules, and be governed accordingly).**

**Referring to Rule 40, Page 94, Standard Rules. On single track, trains will wait three minutes before following flagman, under conditions outlined in said rule. On double track, under similar conditions, trains must come to a full stop and may then proceed cautiously, moving only under control—this meaning ability to stop within range of vision—flagman being invariably sent ahead in stormy or foggy weather.**

**Block Signal rules provide that block signals do not affect the rights of a train under the time table or train rules, nor dispense with the use or observance of other signals whenever they may be required.**

**Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag, as per Rule 99, page 18.**

**Semaphore signals,** interlocked with the drawbridges at such points, having been put up at San Joaquin River between Minard and Lathrop, Pacheco Slough at Avon and Cordelia Slough at Cygnus, trains approaching these drawbridges from either direction and finding the semaphores at "clear," may pass over the drawbridges without coming to a full stop, speed, however, to be reduced so as not to exceed fifteen miles per hour. If signals are found at danger, trains must be brought to a full stop, and crew be governed by Rule 40 (page 94).

"Referring to Rule 12 (concerning distant signals) on page 90 in books of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

In addition to junctions and terminals, 16th Street and First Street (Oakland), Livermore, Lodi, Montpellier, Madera, Martinez, Benicia and Napa will be registering stations. **Except Branch trains, only,** will be required to register at Suisun, Elmira and Galt. Telegraphers will register for PASSENGER TRAINS not scheduled to stop at their stations.

Enginemen, before leaving any registering station, will require from the Conductor a check on proper blank showing the numbers of **all superior trains,** if any, together with time of arrival or of departure, and must assure themselves that no train affecting their rights is omitted therefrom.

*Passenger trains* must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for passenger trains.*"

*Freight trains* must not be run from the instant of departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for freight trains.*"

**Standard clocks are located at Oakland Pier, West Oakland (telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento, Berenda, South Vallejo, Suisun and Elmira.**

### OAKLAND PIER INTERLOCKING SYSTEM.

The following signals in the Oakland Interlocking System are assigned to special routes as noted. All other signals in the system govern tracks in accordance with Standard Rules. (See page 107.)

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1 and Bridge No. 2 is east of it. The signal posts on the bridges are placed over the right-hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side of track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2, as follows:

Post over track No. 1 carries signals 35 and 37.
Signal 35 into track No. 2.
Signal No. 37 across tracks 2 and 3 into track 4.
Post over track No. 2 carries signals 39 and 41.
Signal 39 out track 2.
Signal 41 across track 3 and into track 4.
Post over track No. 3 carries signals 43 and 45.
Signal 43 out track 3.
Signal 45 into track 4.
Post over track No. 4 carries signals 47 and 49.
Signal 47 out track 4.
Short arm switching signal 49 to tracks 3 or 2.

East-bound Signal Bridge No. 2 as below:

Post over track No. 1 carries signal No. 51.
Short arm switching signal 51 out track 1 or across tracks 2 and 3 and into track 4.
Post over track No. 2 carries signals 53 and 55.
Signal 53 out track 2.
Short arm switching signal 55 into track 1.
Post over track No. 3 carries signals 57 and 59.
Signal 57 into track 2.
Short arm switching signal 59 into track 1.
Post over track No. 4 carries signals 61 and 63.
Signal 61 out on track 4.
Signal 63 across track 3 and out on track 2.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2 and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Right-hand post carries signals 30 and 32.
Signal 30 in on track 1.
Signal 32 in on tracks 2, 3 or 4.
Left-hand post carries signals 34 and 36.
Signal 34 in on track 3.
Signal 36 in on track 4, or into Long Wharf track, or into and west on track 1, or into track 1 and across into track 2.

West-bound signals on Bridge No. 2 are good only to Bridge No. 1, as below:

Post over track No. 1 carries signals 18 and 18½.
Signal 18 in on track 1.
Signal 18½ in on track 2 or 3.
Post over track No. 2 carries signal 20.
Signal 20 in on track 2.
Post over track No. 3 carries signals 22 and 24.
Signal 22 in on track 3.
Signal 24 in on track 2 or 1.
Post over track No. 4 carries signals 26 and 28.
Signal 26 in on track 4.
Short arm switching signal 28 in on tracks 3, 2 or 1.

West-bound signals on Bridge No. 1, as below:

Post over track No. 1 carries signal 8.
Signal 8 in on tracks 2, 3, 4 or 5.
Post over track No. 2 carries signal 10.
Signal 10 in on tracks 6, 7 or 8.
Post over track No. 3 carries signals 12 and 12½.
Signal 12 in on track 9, 10, 11 or 12.
Signal 12½ in on track 13, 14 or 15.
Post over track No. 4 carries signals 14 and 16.
Signal 14 in on tracks 13, 14 or 15.
Short arm switching signal 16 in on storage tracks.

Trains coming from shop track will be governed by dwarf signals Nos. 38 and 40, as below:

Signal 38 across tracks 4, 3, 2 and 1 and in on wharf trestle.
Signal 40 across tracks 4, 3 and 2 and in on track 1, or in on track 4.

*When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towermen.*

*Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, shall be at once brought to a full stop and not again moved until signal is given by proper authority from the tower.*

### SAN FRANCISCO AND PORT COSTA.

**(See top of page for Automatic Block Location.)**

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give whistle signal as per Standard Rule 14, page 12, to the switchman.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, ▬ ▬ ▬ ▬

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, 16th Street, Oakland, before doing such work.

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

West-bound main-line trains coming into 16th Street must not pass either Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while either Berkeley train is there.

*On double track between 16th Street, Oakland, and Port Costa, trains will use the right-hand track when moving east or west as the case may be.*

*The switches at 16th Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly.*

*Following double-track rules will be applicable:*

*"**All freight trains** will move in direction of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at points named will be maintained without semaphores, orders on Form 19 to be issued at such points when desirable."*

*"A regular train may pass and run ahead of a train of the same class, or its sections.*

*"A section may pass or run ahead of another section of the same train, first exchanging orders, signals and numbers with the section to be passed.*

*"An extra train may pass and run ahead of extra and third class trains or their sections.*

*"Work extras must be assigned working limits. Within these limits such trains must move with the current of traffic, unless train orders otherwise direct."*

**Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged.**

# SPECIAL RULES—Continued.

## PORT COSTA YARD LIMITS.

The Junction Double Track Switch east of Port Costa is operated by **electric interlocking signals** and will be controlled by towermen. Enginemen and trainmen must familiarize themselves with Signals connected therewith and be governed accordingly. See Rules 110 to 130, pages 106 to 109 inclusive.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits *all* trains must run with great care, expecting to find main track occupied. Passenger trains *must* reduce speed going around obscure curves. *Regular trains,* when *twenty* minutes or more *late,* and *all irregular trains,* will *lookout for themselves* against yard engines, which will be allowed to use the track. Regular trains will lose time if necessary to observe this rule. All trains will be governed by the flags shown from flag houses in this yard. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from seven (7) P. M. until six (6) A. M. for the west-bound movement of freight trains; conductors of such trains moving on time table or on special orders may be given clearance by Operator at Port Costa for movement west over working-track to Crockett independent of any train movement on main line. At Crockett, before touching switches or going beyond clearance of main track, conductor and engineer must know that Automatic Signals governing West-bound Main track are standing at ''Proceed'' position. *Trainmen of such trains must protect themselves by flag, as per Rule 99, when pulling out on main line.* Speed of freight trains using working track as above must not exceed fifteen (15) miles per hour, and crews of such trains must be in readiness at all times to protect rear end.

## PORT COSTA AND SACRAMENTO.

(See page 22 for Manual Block Rules.)

The limits of Benicia Yard will extend to and include Mail Dock Switch.

Tracks between Benicia and Arsenal will be used as **double track main line.**

Trains using the right-hand track when moving east or west as case may be.

At Benicia, trains will be governed by special rules issued to facilitate transfer on Benicia Ferry. Movement west of cross-over links east of water tank must therefore be made only under full control.

Switch at east end of double track at Arsenal will stand normally for the right-hand or westbound track, and if used must be restored to such position.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains and light engines must be handled with care and kept under full control, and the bell must be rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth street, Fourth street, and east end of Sacramento River bridge without receiving signals to ''proceed.''

Under no circumstances must the speed of any train exceed six miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

''Semaphore signal interlocked with drawbridge over Sacramento River, having been installed at west end of the structure, east-bound trains, finding semaphore blade of such automatic signal at clear, may cross the bridge without coming to full stop; speed, however, to be regulated as above.''

## TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track Port Costa and Mendota lines.

All trains must be brought fully under control before passing over railroad crossing at Lyoth, notwithstanding flagmen may give clear signal, either by flag or semaphore, when the engine whistles for the crossing.

Speed over the crossings must not, in any case, exceed 12 miles per hour.

## STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridges at Merced River (near Arundel) and Tuolumne River (near Waterford). This applies to the whole length of the train.

## LATHROP AND MERCED.

The junction switches at Lathrop, after being used, must be set for the main track Niles and Stockton line.

All trains must be brought fully under control before passing over railroad crossing about 3 miles south of Lathrop, notwithstanding flagmen may give clear signal, either by flag or semaphore, when the engine whistles for the crossing.

Speed over the crossings must not, in any case, exceed 12 miles per hour.

Speed of trains within the limits of Modesto and Merced should be reduced to fifteen (15) miles per hour.

## MERCED, RAYMOND AND FRESNO.

By Ordinance, the rate of speed of engines or trains is limited to eight (8) miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than five (5) minutes at a time.

## PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed eight (8) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Port Costa and Mendota lines.

## SAN FRANCISCO AND SAN JOSE.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Trainmen must not depend upon the Block System to protect their trains, but wherever necessary must see that the train is protected by flag as per Rule 99 (page 18).

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give whistle signal as per Standard Rule 14, page 12, to the switchman.

**East-bound trains leaving Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to east-bound main line track.**

Double-track switch at East Oakland will stand for right-hand track coming onto the double track and it will have to be opened and closed for east-bound trains. The target and switch light will stand clear for west-bound trains coming onto double track, and red for east-bound trains when going off double track onto single track.

In crossing trestle between East Oakland and First Street trains arriving at either end of trestle will proceed when signal stands at clear. Should signal be at danger west-bound trains will wait three minutes and east-bound will wait five minutes and then proceed as per Rule 40 (page 94). East-bound trains must not exceed 12 miles per hour while passing through the turnout curves at each end of the gauntletted track.

All trains or engines will approach the local crossing switches at Fruitvale with great care, and know the way is clear before passing over. They will be held responsible if they strike anything on the crossing.

Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at *any* station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train; come to a full stop if necessary.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed six (6) miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose yard, **will be governed by inter-locked semaphore signals** controlled from tower near Third Street.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington streets. If such meet is unavoidable, the higher-class train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

## NILES AND STOCKTON.

*Between the boards* designating the limits of the city of Stockton, the speed of all trains must not exceed eight (8) miles per hour. Between the boards designating the **''Yard Limits''** at Stockton all irregular or delayed trains or engines must run with great care, expecting to find main track in use.

All trains must be brought fully under control before passing over railroad crossing east of French Camp, notwithstanding flagmen may give clear signal, either by flag or semaphore, when the engine whistles for the crossing.

Speed over the crossings must not, in any case, exceed 12 miles per hour.

Interlocking signals have been placed to govern the crossing at Sacramento and Taylor streets in Stockton, of the tracks of the San Francisco & San Joaquin Valley R'y and this company. Trainmen and enginemen must carefully observe the position of the signals and be governed accordingly.

The junction switches at Tracy, after being used, must be set for the main track Port Costa and Mendota lines.

The junction switches at Lathrop, after being used, must be set for the main track Niles and Stockton line.

## STOCKTON, WOODBRIDGE, VALLEY SPRINGS AND SACRAMENTO.

**The " long siding " between Stockton and El Pinal will be considered as a part of Stockton yard so far as train movement over same is concerned. All train, yard and engine men must be governed accordingly and MOVE ONLY UNDER FULL CONTROL.**

Switch at junction of lines Lodi and Woodbridge, after being used, must be set normally for main track, Sacramento and Stockton line.

Junction switch, Valley Springs line, in Lodi passing track must be set normally for passing track. Trains using such track must exercise care to avoid delaying Lodi and Valley Springs Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard all trains and light engines must be handled with care and kept under full control and the bell rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth street, Fourth street, and east end of Sacramento River bridge without receiving signals to ''proceed.''

**On the double track between Sacramento and Elvas all trains must use the right hand track. Switches at Elvas will be operated and controlled by Towerman. The "Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at "Proceed" the switches are set for Main track to Sacramento. When lower arm stands at "Proceed" switches are set for the "Y." Enginemen and Trainmen must familiarize themselves with the signals and be governed accordingly. All trains must approach Elvas cautiously and under full control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman. Trains to or from Brighton, will sound two long and three short blasts of the whistle —— —— – – –) as a signal for the Towerman to set tbe switches accordingly. At the junction semaphore on east-bound track at Elvas, the line to Brighton is governed by the upper arm, and the line to Ben Ali by the lower arm of the semaphore.**

**Movement of all trains between 12th Street, Sacramento, and Elvas will be governed by automatic signals, irrespective of time table or train order rights. (See automatic block signals rules on pages 93 to 97 of book of rules.) When the conditions described in automatic block system rule No. 40 are encountered, trains will wait two minutes before proceeding as instructed in the rule, with the exception of signal No. 5 on west bound main line near 21st Street. When Signal No. 5 is at "Stop" trains will come to a stop and will not proceed until the signal changes to "Proceed."**

**Towerman at Elvas Tower will keep Train Register of Western Division trains for information in case of doubt as to movement of superior trains.**

**See current Sacramento Division Time Table for further Special Instructions.**

Junction switch at Brighton must be set normally for Brighton and Elvas Line. Trains via Homestead will open and close it.

The Switch leading from Placerville to Homestead Line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Train must approach crossing, Placerville and Elvas Line at Brighton, under control so as to avoid striking trains of either line which may be using same.

## SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than six (6) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You, will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to twelve (12) miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

## NAPA JUNCTION AND SANTA ROSA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

## ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street in Capay.

# TONNAGE RATING.

## WESTERN DIVISION.

| CLASS. | ENGINE NUMBERS. | BOILER PRESSURE. | BENICIA TO *SACRAMENTO. | BETWEEN †OAKLAND AND MENDOTA (VIA MARTINEZ). | | BETWEEN TRACY AND SACRAMENTO. | TRACY TO NILES. | NILES TO TRACY. | OAKLAND TO SAN JOSE. | SAN JOSE TO OAKLAND. | BETWEEN LATHROP AND FRESNO. | **NAPA JUNCTION TO SUISUN. | **SUISUN TO NAPA JUNCTION. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rating in Ms. | Rating in Ms. | | Rating in Ms. | Rating in Ms. | Rating in Ms. | Rating in Ms. | Rating in Ms. | Rating in Ms. | Rating in Ms. | Rating in Ms. |
| | | | THROUGH | THROUGH | LOCAL | THROUGH | THROUGH | THROUGH | THROUGH | THROUGH | THROUGH | THROUGH | THROUGH |
| C A | 1430 to 1432 | 150 | 1930 | 1950 | 2515 | 1930 | 685 | 745 | 1430 | 1580 | 2025 | 630 | 440 |
| C F | 1402 to 1411 | 160 | 2210 | 2235 | 2870 | 2210 | 800 | 870 | 1645 | 1815 | 2320 | 730 | 515 |
| C H | 1414 to 1418 | 150 | 1945 | 2135 | 2815 | 1945 | 690 | 735 | 1425 | 1575 | 2025 | 670 | 465 |
| C H | 1419 to 1425 | 150 | 2115 | 1960 | 2590 | 2115 | 760 | 810 | 1555 | 1715 | 2205 | 735 | 515 |
| C I | 1300, 1307, 1309, 1310, 1312, 1318<br>1324, 1326, 1327, 1319 | 150 | 1770 | 1785 | 2345 | 1770 | 635 | 685 | 1315 | 1450 | 1860 | 610 | 425 |
| C I | 1302, 1304, 1305, 1306 | 150 | 1725 | 1740 | 2280 | 1725 | 625 | 675 | 1280 | 1415 | 1810 | 600 | 425 |
| C J | 1277, 1278, 1297, 1299, 1301, 1308, 1313 to 1317<br>1321 to 1323, 1328, 1330 to 1348, 1350 to 1354 | 140 | 1630 | 1645 | 2165 | 1630 | 580 | 625 | 1210 | 1335 | 1715 | 555 | 385 |
| C J | 1295 | 140 | 1695 | 1715 | 2210 | 1695 | 600 | 655 | 1255 | 1390 | 1780 | 550 | 380 |
| C K | 1355 to 1361 | 140 | 1650 | 1670 | 2190 | 1650 | 590 | 640 | 1225 | 1350 | 1735 | 565 | 395 |
| C L | 1263 | 140 | 1460 | 1475 | 1945 | 1460 | 500 | 545 | 1075 | 1190 | 1535 | 480 | 330 |
| C L | 1275, 1280, 1287, 1289, 1291 | 140 | 1470 | 1485 | 1955 | 1470 | 510 | 555 | 1085 | 1200 | 1545 | 490 | 335 |
| C N | 1268, 1269, 1285 | 140 | 1305 | 1320 | 1765 | 1305 | 460 | 490 | 955 | 1060 | 1365 | 460 | 320 |
| C N | 1284 | 140 | 1340 | 1360 | 1790 | 1340 | 460 | 500 | 990 | 1095 | 1415 | 440 | 300 |
| C O | 1272, 1286, 1292 | 140 | 1895 | 1910 | 2550 | 1895 | 690 | 730 | 1395 | 1540 | 1975 | 690 | 490 |
| C O | 1276, 1282, 1283 | 140 | 1625 | 1640 | 2190 | 1625 | 585 | 620 | 1195 | 1320 | 1695 | 580 | 405 |
| C Q | 1232, 1239, 1240 | 140 | 1560 | 1575 | 2070 | 1560 | 545 | 590 | 1150 | 1270 | 1640 | 520 | 360 |
| C Q | 1243 to 1256 | 140 | 1425 | 1440 | 1895 | 1425 | 495 | 535 | 1050 | 1165 | 1500 | 475 | 325 |
| C R | 1211 | 130 | 1185 | 1200 | 1590 | 1185 | 400 | 435 | 870 | 965 | 1250 | 380 | 255 |
| C S | 1228 | 140 | 1560 | 1575 | 2070 | 1560 | 545 | 590 | 1150 | 1270 | 1640 | 520 | 360 |
| C S | 1216, 1237, 1238, 1273 | 140 | 1310 | 1325 | 1750 | 1310 | 450 | 490 | 965 | 1070 | 1380 | 430 | 290 |
| C T | 1213, 1220 to 1222, 1224, 1225 | 140 | 1265 | 1275 | 1715 | 1265 | 435 | 465 | 925 | 1020 | 1320 | 435 | 300 |
| C T | 1217, 1218 | 140 | 1335 | 1350 | 1780 | 1335 | 465 | 500 | 985 | 1090 | 1405 | 445 | 305 |
| C T | 1219 | 140 | 1170 | 1185 | 1570 | 1170 | 395 | 430 | 860 | 955 | 1235 | 375 | 250 |
| C V | 1226 | 140 | 1335 | 1350 | 1780 | 1335 | 465 | 500 | 985 | 1090 | 1405 | 445 | 305 |
| C I | 1329 | 150 | 1850 | 1870 | 2450 | 1850 | 665 | 720 | 1375 | 1515 | 1945 | 640 | 450 |
| D B | 2221 to 2234 | 180 | 2945 | 2975 | 3880 | 2945 | 1095 | 1180 | 2200 | 2425 | 3090 | 1055 | 760 |
| D C | 2214 to 2220 | 180 | 2615 | 2625 | 3555 | 2615 | 965 | 990 | 1885 | 2080 | 2665 | 995 | 710 |
| D D | 2210 to 2213 | 180 | 2545 | 2570 | 3445 | 2545 | 925 | 955 | 1890 | 2085 | 2670 | 960 | 685 |
| D E | 2209 | 180 | 2810 | 2835 | 3640 | 2810 | 1030 | 1115 | 2095 | 2305 | 2945 | 945 | 675 |
| D G | 2184 to 2186 | 160 | 2480 | 2500 | 3325 | 2480 | 925 | 975 | 1835 | 2020 | 2585 | 925 | 665 |
| D I | 2154 to 2163, 2166 to 2173 | 160 | 2490 | 2510 | 3335 | 2490 | 930 | 985 | 1845 | 2030 | 2595 | 930 | 670 |
| D J | 2134 to 2153 | 160 | 2480 | 2505 | 3325 | 2480 | 925 | 980 | 1840 | 2020 | 2585 | 925 | 665 |
| D K | 2124 to 2126, 2128, 2130 to 2133 | 160 | 2475 | 2495 | 3320 | 2475 | 920 | 975 | 1830 | 2015 | 2580 | 920 | 660 |
| D K | 2127, 2129 | 160 | 2300 | 2325 | 3040 | 2300 | 835 | 900 | 1710 | 1890 | 2415 | 805 | 570 |
| D M | 2102, 2105, 2104, 2108, 2109, 2111 to 2113 | 145 | 2210 | 2225 | 2960 | 2210 | 825 | 870 | 1635 | 1800 | 2300 | 820 | 590 |
| D N | 2096 to 2101 | 150 | 2320 | 2340 | 3110 | 2320 | 860 | 910 | 1715 | 1890 | 2415 | 860 | 615 |
| D O | 2020 to 2022 | 140 | 1650 | 1665 | 2220 | 1650 | 600 | 630 | 1215 | 1340 | 1720 | 595 | 420 |
| D O | 2023 to 2025 | 140 | 1935 | 1950 | 2600 | 1935 | 715 | 755 | 1430 | 1575 | 2020 | 710 | 510 |
| D O | 2026 to 2028 | 140 | 2035 | 2055 | 2690 | 2035 | 750 | 805 | 1520 | 1675 | 2140 | 720 | 515 |
| D O | 2031 to 2095, 2029 | 140 | 2160 | 2180 | 2895 | 2160 | 805 | 850 | 1600 | 1760 | 2250 | 800 | 575 |
| D P | 2013, 2016 to 2019 | 150 | 2320 | 2340 | 3110 | 2320 | 860 | 910 | 1715 | 1890 | 2415 | 860 | 615 |
| D P | 2014, 2015 | 150 | 2160 | 2180 | 2855 | 2160 | 785 | 850 | 1610 | 1775 | 2265 | 755 | 540 |
| D Q | 2010 to 2012, 1012 | 150 | 1855 | 1870 | 2485 | 1855 | 685 | 725 | 1370 | 1510 | 1930 | 685 | 490 |
| D R | 2004, 2006, 2008, 2009 | 150 | 2320 | 2340 | 3110 | 2320 | 860 | 910 | 1715 | 1890 | 2415 | 860 | 615 |
| D L | 2114 to 2123 | 160 | 2490 | 2515 | 3335 | 2490 | 935 | 990 | 1850 | 2030 | 2595 | 935 | 675 |
| D R | 2007 | 150 | 2310 | 2310 | 3150 | 2310 | 865 | 865 | 1640 | 1805 | 2310 | 900 | 650 |
| E D | 1615 to 1719 | 190 | 3790 | 3810 | 5105 | 3790 | 1450 | 1490 | 2765 | 3040 | 3870 | 1480 | 1080 |
| N A | 3000 to 3009, 273 to 278 | 200 | 3100 | 3130 | 4215 | 3100 | 1120 | 1190 | 2290 | 2530 | 3250 | 1140 | 805 |
| E F | 1725 to 1769, 1780 to 1802 | 200 | 4180 | 4180 | 5680 | 4180 | 1600 | 1600 | 2975 | 3275 | 4170 | 1660 | 1210 |
| N B | 3016 to 3024 | 200 | 3190 | 3220 | 4340 | 3190 | 1150 | 1225 | 2360 | 2605 | 3350 | 1180 | 830 |
| G F | 2801 to 2812 | 160 | 3165 | 3285 | 4485 | 3165 | 1225 | 1225 | 2245 | 2440 | 3165 | 1275 | 930 |
| ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS—Ms. | Less than 40 Ms | | 6 | 6 | 6 | 6 | 3 | 3 | 6 | 6 | 6 | 3 | 3 |
| | 40 to 50 Ms | | 3 | 3 | 3 | 3 | 0 | 0 | 3 | 3 | 3 | 0 | 0 |
| | More than 50 Ms | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

* Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.

† Trains with over 60% engine rating will be given switch engine helper out of Oakland yard.

** For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland.

# TONNAGE RATING—Continued.

**To find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed, which must not be exceeded in any case.**

| STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| West Oakland and Oakland .... | 1.50 | 1.93 | Port Costa and Benicia......... | . | .... | Dixon and Tremont........... | 2.13 | 1.38 | Acampo and Lodi............. | 1.00 | 1.33 | Pleasanton and Sunol.......... | 1.26 | 1.72 |
| Oakland and Stockyard........ | 1.50 | 1.50 | Benicia and Army Point ....... | 2.77 | 2.77 | Tremont and Davis ........... | 1.66 | 1.00 | Lodi and Castle .............. | 2.20 | 2.66 | Sunol and Niles ............... | 1.17 | F |
| Stockyard and West Berkeley .. | 1.50 | 1.50 | Army Point and Goodyear ..... | 2.77 | 2.77 | Davis and Webster............ | F | 1.73 | Castle and Stockton .......... | 2.00 | 2.77 | West Oakland and Melrose .... | 2.29 | 1.40 |
| West Berkeley and Stege....... | 1.50 | 2.66 | Goodyear and Teal ............ | 2.77 | 2.77 | Webster and Sacramento....... | 1.47 | 1.33 | Stockton and Lathrop ........ | 2.66 | 1.80 | Melrose and San Leandro...... | 1.53 | 1.40 |
| Stege and San Pablo.......... | 1.50 | 2.00 | Teal and Suisun .............. | 2.77 | 2.77 | Sacramento and Brighton ...... | 1.84 | 1.00 | Lathrop and Banta............ | 2.66 | 1.08 | San Leandro and Haywards .... | 1.22 | 1.30 |
| San Pablo and Pinole ......... | 1.93 | 1.36 | Suisun and Vanden ........... | 1.03 | 2.77 | Brighton and Florin .......... | 1.00 | 2.14 | Banta and Tracy.............. | 1.23 | 1.08 | Haywards and Niles .......... | 1.01 | 1.12 |
| Pinole and Rodeo ........... | 2.40 | 2.00 | Vanden and Cannon .......... | 1.03 | 2.77 | Florin and Elk Grove.......... | 2.00 | 1.46 | Tracy and Midway............ | F | 1.22 | Niles and Warm Springs....... | 1.09 | 1.00 |
| Rodeo and Vallejo Jct......... | 2.66 | 1.83 | Cannon and Elmira........... | 1.21 | 1.00 | Elk Grove and McConnel ...... | 2.00 | 2.66 | Midway and Altamont ........ | F | 1.00 | Warm Springs and Milpitas .... | 2.00 | 1.08 |
| Vallejo Jct. and Crockett....... | F | 1.83 | Elmira and Batavia........... | 1.47 | 1.66 | McConnel and Galt........... | 1.66 | 1.00 | Altamont and Livermore. ..... | 1.00 | F | Milpitas and San Jose.......... | 1.01 | 2.76 |
| Crockett and Port Costa........ | 2.66 | 2.53 | Batavia and Dixon............ | 1.47 | 1.46 | Galt and Acampo............. | 2.00 | 1.33 | Livermore and Pleasanton ..... | 1.26 | 5.47 | | | |

| STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mendota and Firebaugh........ | 1.66 | 2.60 | Ingomar and Linora .......... | 1.73 | 1.50 | Vernalis and Yarmouth........ | 1.30 | 2.66 | Byron and Brentwood.......... | 1.93 | 1.50 | McAvoy and Bay Point ........ | 1.66 | 2.33 |
| Firebaugh and Oxalis.......... | 2.00 | F | Linora and Gustine ........... | 2.33 | 1.47 | Yarmouth and Lyoth .......... | 2.66 | 2.00 | Brentwood and Neroly......... | 1.50 | 1.50 | Bay Point and Avon ........... | 2.66 | 2.66 |
| Oxalis and Dos Palos ......... | 1.93 | 2.66 | Gustine and Newman .......... | 1.66 | 2.66 | Lyoth and Tracy ............. | 1.50 | 2.66 | Neroly and Antioch........... | 1.50 | F | Avon and Martinez ........... | 2.53 | 2.66 |
| Dos Palos and Agatha ........ | 1.60 | 2.66 | Newman and Crows Landing... | 2.66 | 1.50 | Tracy and Bethany ........... | 1.50 | 1.83 | Antioch and Los Medanos ..... | 1.50 | 2.00 | Martinez and Port Costa ....... | F | 2.26 |
| Agatha and Los Banos ........ | 1.33 | 2.00 | Crows Landing and Emerald ... | 1.73 | 2.00 | Bethany and Herdlyn.......... | 1.53 | 1.53 | Los Medanos and Cornwall .... | 1.50 | 2.33 | Port Costa and Crockett ....... | 2.66 | 2.53 |
| Los Banos and Volta........... | 1.40 | 1.53 | Emerald and Westley......... | 1.33 | 1.66 | Herdlyn and Byron............ | 2.66 | 1.83 | Cornwall and McAvoy ........ | 1.53 | 2.66 | Crockett and Vallejo Jct........ | F | 1.83 |
| Volta and Ingomar............. | 1.50 | 2.33 | Westley and Vernalis .......... | 1.60 | 1.53 | | | | | | | | | |

| STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fresno and Herndon........... | 1.50 | 2.00 | Berenda and Minturn .......... | 1.50 | 2.60 | Merced and Atwater .......... | 2.00 | 2.00 | Turlock and Keyes ............ | 2.30 | F | Modesto and Ripon............ | 2.20 | F |
| Herndon and Madera .......... | 1.50 | 1.90 | Minturn and Athlon........... | 1.50 | 2.20 | Atwater and Livingston........ | 1.80 | F | Keyes and Modesto........... | 2.00 | 2.00 | Ripon and Lathrop ............ | 1.90 | F |
| Madera and Berenda .......... | 1.50 | 2.50 | Athlone and Merced .......... | 1.60 | 2.10 | Livingston and Turlock........ | 1.80 | F | | | | | | |

| STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. | STATIONS. | East. | West. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Santa Rosa and Melitta ........ | 5.80 | 1.22 | Annadel and Kenwood......... | 1.76 | 1.22 | Glen Ellen and El Verano ..... | 1.58 | F | Shellville and Napa Jct......... | 2.94 | 1.36 | Creston and Cordelia .......... | 1.00 | F |
| Melitta and Annadel ........... | 3.90 | 1.22 | Kenwood and Glen Ellen ...... | 1.58 | 1.43 | El Verano and Shellville....... | 2.35 | 6.00 | Napa Jct. and Creston ......... | F | 1.00 | Cordelia and Suisun ........... | 4.30 | 2.40 |

# COMPANY SURGEONS—WESTERN DIVISION.

| NAME. | LOCATION. | DISTRICT. |
|---|---|---|
| Dr. F. K. Ainsworth, Manager and Chief Surg. | San Francisco, Cal | San Francisco. |
| Dr. W. B. Coffey, Division Surgeon | San Francisco, Cal | San Francisco. |
| Dr. J. H. O'Connor | San Francisco, Cal | San Francisco. |
| Dr. S. J. Gardner | San Francisco, Cal | San Francisco. |
| Dr. Geo. H. Powers, Oculist and Aurist | San Francisco, Cal | |
| Dr. Redmond Payne, Oculist and Aurist | San Francisco, Cal | |
| Dr. Geo. R. Carson, Assistant to Staff | San Francisco, Cal | |
| Dr. J. J. Meigs, Division Surgeon | Oakland, Cal | Between Oakland Pier, San Leandro and San Pablo. |
| Dr. J. P. Dunn, District Surgeon | Oakland, Cal | Between Oakland Pier, San Leandro and San Pablo. |
| Dr. E. F. Card, Oculist and Aurist | Oakland, Cal | |
| Dr. W. K. Sanborn, Emergency Surgeon | West Oakland, Cal | |
| Dr. C. H. Miller, Emergency Surgeon | San Leandro, Cal | |
| Dr. T. C. McCleave | Berkeley, Cal | Berkeley. |
| Dr. G. F. Chalmers | Niles, Cal | Between San Leandro, Milpitas and Sunol. |
| Dr. F. W. Browning, Emergency Surgeon | Haywards, Cal | |
| Dr. J. G. Nellis, Emergency Surgeon | Irvington, Cal | |
| Dr. W. H. Cope | Pleasanton, Cal | Between Sunol and Remillard. |
| Dr. W. S. Taylor | Livermore, Cal | Between Remillard and Midway. |
| Dr. J. D. Grissim | San Jose, Cal | Between Milpitas and San Jose. |
| Dr. J. U. Hall, Consult'g and Emerg'y Surg. | San Jose, Cal | |
| Dr. W. L. Wilson, Emergency Surgeon | Milpitas, Cal | |
| Dr. A. W. Rickey | Port Costa, Cal | Between San Pablo, Benicia, Vallejo and Brentwood. |
| Dr. Frank Rattan, Emergency Surgeon | Martinez, Cal | |
| Dr. W. S. George, Emergency Surgeon | Antioch, Cal | |
| Dr. Geo. F. Wise, Emergency Surgeon | Brentwood, Cal | |
| Dr. Geo. McKenzie | Concord, Cal | Between Avon and San Ramon. |
| Dr. C. R. Leach, Emergency Surgeon | Walnut Creek, Cal | |
| Dr. H. C. Reamer, Emergency Surgeon | Danville, Cal | |
| Dr. H. C. Crowder | Tracy, Cal | Between Brentwood, Westley, Midway and Lathrop. |
| Dr. H. V. Armistead | Newman, Cal | Between Westley and Ingomar. |
| Dr. C. F. Wade | Los Banos, Cal | Between Ingomar and Mendota. |
| Dr. A. B. Powell, Emergency Surgeon | Dos Palos, Cal | |
| Dr. J. W. Jesse | Santa Rosa, Cal | Between Santa Rosa and Napa Junction. |
| Dr. W. H. Porter | Calistoga, Cal | Between Calistoga and Rutherford. |
| Dr. D. E. Osborne, Emergency Surgeon | St. Helena, Cal | |
| Dr. E. Z. Hennessey | Napa, Cal | Between Rutherford and Napa Junction. |
| Dr. C. E. Turner | South Vallejo, Cal | Between Napa Junction and South Vallejo. |
| Dr. W. L. McFarland | Benicia, Cal | Between Benicia and Goodyear. |
| Dr. W. G. Downing | Suisun, Cal | Between Goodyear, Napa Junction and Elmira. |
| Dr. H. P. Palmer, Emergency Surgeon | Vacaville, Cal | |
| Dr. E. K. Caldwell, Emergency Surgeon | Winters, Cal | |
| Dr. L. P. Hall | Dixon, Cal | Between Elmira and Tremont. |
| Dr. W. E. Bates | Davis, Cal | Between Tremont and Webster. |
| Dr. G. A. White, Division Surgeon<br>(Will render service outside of hospital only in consultation with District Surgeons.) | Sacramento, Cal | |
| Dr. A. M. Henderson | Sacramento, Cal | Between Webster, Sacramento and Elk Grove. |
| Dr. G. L. Stevenson | Sacramento, Cal | Between Webster, Sacramento and Elk Grove. |
| Dr. Thos. Ross, Consulting Physician | Sacramento, Cal | |
| Dr. W. E. Briggs, Oculist and Aurist | Sacramento, Cal | |
| Dr. F. W. Harms | Galt, Cal | Between Elk Grove and Lodi. |
| Dr. A. L. Adams, Emergency Surgeon | Ione, Cal | |
| Dr. W. W. Fitzgerald | Stockton, Cal | Between Lodi, Lathrop and Milton. |
| Dr. F. R. Clarke | Stockton, Cal | Between Lodi, Lathrop and Milton. |
| Dr. F. W. Colman, Emergency Surgeon | Lodi, Cal | |
| Dr. S. R. Arthur, Emergency Surgeon | Woodbridge, Cal | |
| Dr. J. G. Priestly, Emergency Surgeon | Lockford, Cal | |
| Dr. W. L. Buckley, Emergency Surgeon | Milton, Cal | |
| Dr. J. A. Bainbridge, Emergency Surgeon | Lathrop, Cal | |
| Dr. J. G. Thompson | Oakdale, Cal | Between Peters and Montpellier. |
| Dr. J. P. Wilkes, Emergency Surgeon | Farmington, Cal | |
| Dr. J. L. Hennemuth, Emergency Surgeon | Waterford, Cal | |
| Dr. C. W. Evans | Modesto, Cal | Between Lathrop and Livingston. |
| Dr. H. V. Monnett, Emergency Surgeon | Turlock, Cal | |
| Dr. A. M. Smith | Merced, Cal | Between Livingston, Minturn and Montpellier. |
| Dr. A. H. Byars | Madera, Cal | Between Minturn and Borden. |
| Dr. T. M. Topp, Emergency Surgeon | Raymond, Cal | |
| Drs. W. T. and J. L. Maupin | Fresno, Cal | Between Borden and Fresno. |

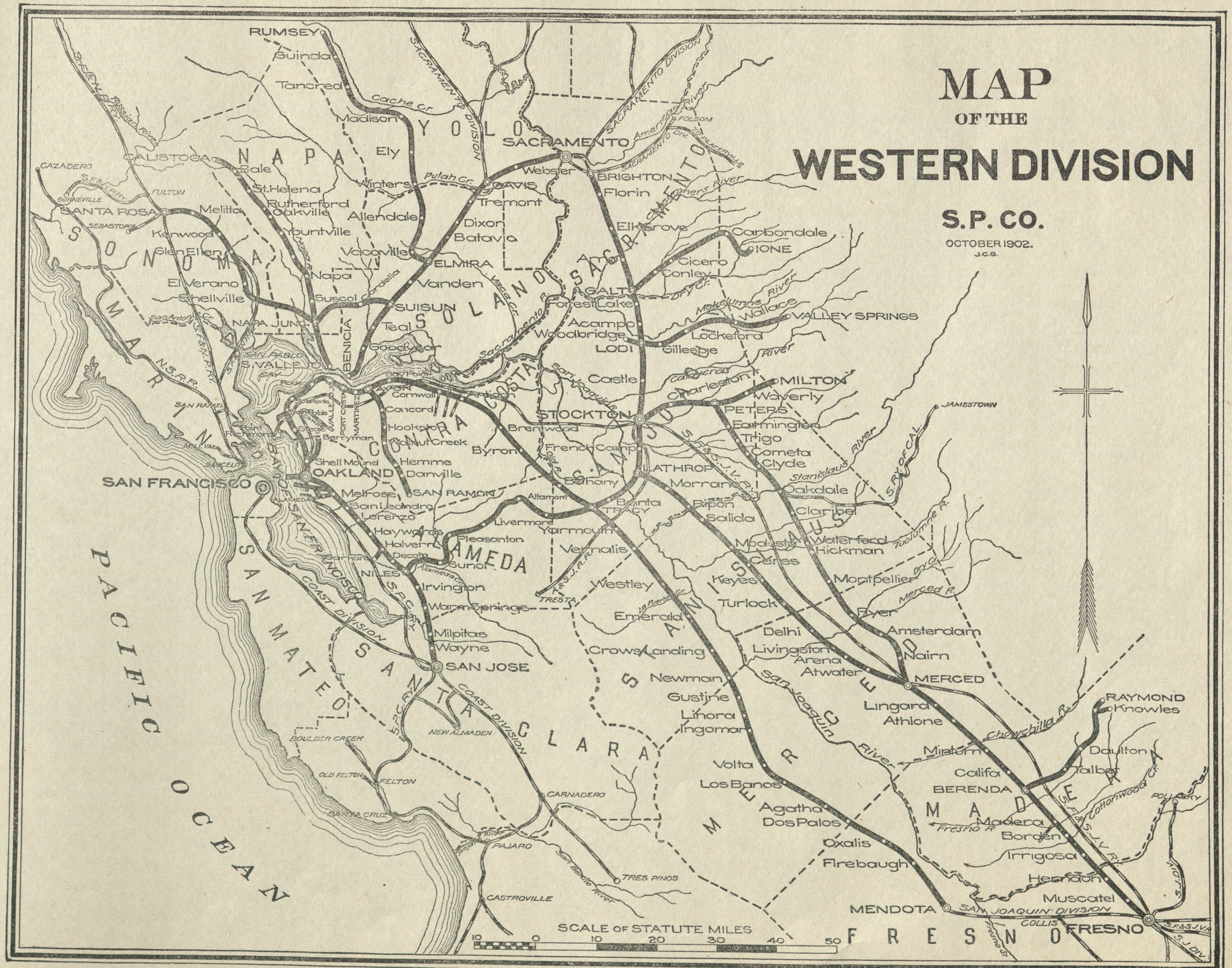
**HOSPITALS:**

General Hospital—S. P. Hospital, San Francisco, Cal.

Division Hospital—S. P. Hospital, Sacramento, Cal.

Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

**NOTE—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.**



MAP
OF THE
**WESTERN DIVISION**
**S.P. CO.**
OCTOBER 1902.
J.C.G.

RUMSEY
Guinda
Tancred
Cache Cr.
Madison
YOLO
SACRAMENTO DIVISION
Ely
NAPA
CALISTOGA
Bale
St.Helena
Rutherford
Oakville
Yountville
CAZADERO
FULTON
GUERNEVILLE
SANTA ROSA
SEBASTOPOL
Melitta
Kenwood
Glen Ellen
SONOMA
El Verano
Shellville
San Antonio Cr.
Napa
Suscol
Cordelia
Vacaville
ELMIRA
Vanden
SUISUN
Teal
SOLANO
Goodyear
Winters
Putah Cr.
DAVIS
Tremont
Dixon
Batavia
Allendale
SACRAMENTO
Webster
BRIGHTON
Florin
Elk Grove
American River
FOLSOM
PLACERVILLE
Cosumnes River
SACRAMENTO
Arno
Carbondale
IONE
Cicero
Conley
GALT
Dry Cr.
Forest Lake
Acampo
Woodbridge
LODI
Mokelumne River
Wallace
VALLEY SPRINGS
Lockeford
Gillespie
Calaveras River
Castle
Charleston
MILTON
Waverly
PETERS
Farmington
Trigo
Cometa
Clyde
JAMESTOWN
Stanislaus River
S. RY. OF CAL.
Oakdale
Claribel
Tuolumne R.
Waterford
Hickman
Montpellier
Dry Cr.
Merced R.
Ryer
Amsterdam
Nairn
MERCED
Lingard
Athlone
Chowchilla R.
RAYMOND
Knowles
Daulton
Talbot
Minturn
Califa
BERENDA
MADERA
Madera
Borden
Fresno R.
Cottonwood Cr.
POLLASKY
Irrigosa
Herndon
Muscatel
S.J. DIV.
F.&S.J.V.R.
S.J. DIV.
FRESNO
COLLIS
SAN JOAQUIN DIVISION
MENDOTA
FRESNO
Firebaugh
Oxalis
Dos Palos
Agatha
Los Banos
Volta
MERCED
Ingomar
Linora
Gustine
Newman
San Joaquin River
Livingston
Arena
Atwater
Delhi
Turlock
Keyes
Ceres
Modesto
STANISLAUS
S.F.&S.J.V.
Salida
Ripon
Morrano
LATHROP
French Camp
STOCKTON
San Joaquin River
Bethany
Banta
TRACY
Yarmouth
Vernalis
Westley
Emerald
Crows Landing
TRESTA
A.&S.J.R.R.
Brentwood
Byron
Old River
CONTRA COSTA
Sacramento R.
NAPA JUNC.
SAN PABLO BAY
S.VALLEJO
BENICIA
Port Costa
Martinez
Avon
Cornwall
Concord
Hookston
Walnut Creek
Hemme
Danville
SAN RAMON
Altamont
Livermore
Pleasanton
Sunol
ALAMEDA
Haywards
Halvern
Decoto
Niles
Irvington
Warm Springs
Milpitas
Wayne
SAN JOSE
Lorenzo
San Leandro
Melrose
OAKLAND
ALAMEDA
Shell Mound
Berryman
MARIN
N.S.R.R.
SAN RAFAEL
SAUSALITO
SAN FRANCISCO
SAN FRANCISCO BAY
SAN MATEO
COAST DIVISION
S.P.C.R.R.
SANTA CLARA
COAST DIVISION
NEW ALMADEN
BOULDER CREEK
OLD FELTON
FELTON
SANTA CRUZ
CARNADERO
PAJARO
San Benito River
TRES PINOS
CASTROVILLE
PACIFIC OCEAN
SCALE OF STATUTE MILES
10
0
10
20
30
40
50